

# Liveable Neighbourhoods Crouch End



# Executive Summary

London borough of Haringey wants to dramatically improve conditions for pedestrian and cyclists around the Crouch End Town Centre to help trigger an increase in sustainable travel to other parts of the borough.

Drawing on National and International best practice we are committed to delivering an ambitious programme of improvement that will not only remove the barriers for walking and cycling in the area but also actively encourage sustainable modes of travel.

Our bid is focused around Crouch End which has been deliberately chosen due to the work we are already doing in this area and the potential to increase modal shift from short car journeys to walking and cycling. The area also links into key cycle routes for London and is the centre of works for our Mayor's Air Quality Funding. Studies undertaken by London Travel Demand Survey show large potential for the change in travel choice and the area is within TfL's top 25 cycle routes that require progressing.

The vision is:

- ✓ 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 cycling the default 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

This document sets out a number of key programme objectives that will be used to achieve this vision for the area and allow us to replicate the benefits in other areas and communities. These objectives link to and share objectives and targets set out in the Mayor's Transport Strategy. To meet these

ambitious targets we have developed four key components, these are:

- Crouch End Town Centre
- Neighbourhoods
- Routes
- Behaviour change and Community led design

Our liveable neighbourhood proposals are designed to radically change travel behaviour. Large parts of the project will involve the relocation of road space and the closure of some parts of roads to vehicular traffic. This document outlines a key 8 stage engagement process to ensure that the community are at the heart of the design of their area. Further to this key stakeholders of TfL and emergency services will be key to ensuring that the true benefits of this scheme are realised.

These elements together provide an excellent opportunity to deliver on our aims and objectives for Crouch End. This will make Crouch End a cleaner, healthier place to live, work, do business and visit and make it truly a liveable neighbourhood.

# Introduction and work to date

## Ambitious Borough

Making Haringey one of the most cycling and pedestrian friendly boroughs in London is a top priority of Haringey's new Transport Strategy and will be central to our new Borough Plan. Making our neighbourhoods more liveable, through walking and cycling, underpins healthy, active lifestyles and helps to increase healthy life expectancy. Walkable, human-scale neighbourhoods, encourage social interaction and the use of small independent businesses; nurturing connected, thriving local communities.

Work has already started in achieving the aim and the council as a whole a working together to ensure these principals are put into practice. This includes through planning, regeneration, transport, health, air quality and parking teams to mention a just a few.

The liveable Neighbourhoods bid comes at a great time for Haringey, we have started the process of putting policies in place to change and transform the way in which the borough travels. This liveable Neighbourhood bid has

been carefully thought through including its location in the borough. Crouch End has fantastic potential for modal shift and create green, safe, vibrant and better environment for its residents, visitors and businesses.

The four work streams outlined in this bid, are all as vital as each other to provide a combination of incentive for walking and cycling and deterrent from using the car.

Work has already started to make the borough and especially this area of Crouch End reach its vision, however this Liveable neighbourhood funding will enable us to drive forward our ambitious programme with greater results and help deliver on the Mayor's targets for London.

## Air Quality

Haringey Council has been awarded funding by the Mayors Air Quality Fund (MAQF) for its 'No 2 NO2' programme; a variety of air quality focussed projects targeted to all to live, work and travel to Haringey. One of these projects is an Air Quality focussed Business Engagement project delivered to businesses in Crouch End, the overarching aim of which is to raise

awareness of the air pollution and offer advice and services to help businesses switch to lower emission energy and travel options that will improve local air quality whilst also saving money.

Measures 1 and 18 of Haringey Air Quality Action Plan (AQAP) are to 'Lead by Example' and 'Raise Awareness' of air quality issues, impacts and improvements. This air quality business engagement project aims to bolster measures within the Councils Air Quality Action Plan (AQAP) by raising awareness and changing travel behaviour in areas of elevated NO<sub>2</sub>;

The primary objectives are to:

- Educate and raise awareness
- Reduce pollution around schools and sensitive receptors in NO<sub>2</sub> affected areas;
- Reduce the number of cars and congestion in Crouch End
- Develop confidence to travel independently and sustainably

- promote safe and active travel and to achieve it

We want to make Crouch End a cleaner, healthier place to work and do business by improving local air quality, supporting active travel and reducing business energy and transport costs. By pulling together the issues of air pollution, sustainable forms of transport and health issues to raise awareness of and affect behaviour change amongst the Crouch End business community, through the partnership working across council service areas, these objectives unite and support the council priorities of working towards a cleaner, greener environment and safer streets, improve well-being and reduce health inequalities and provide an opportunity for every business to thrive.

## Major Developments

There is one main development within the Liveable Neighbourhoods area is the development of the Town Hall.

The plans include:

- The refurbishment of the Town Hall building to include cafes and bars, theatre and performance halls, art gallery and

exhibition space and multi-purpose community use space.

- Improvements to the Town Hall building to include landscaping and provision to use space for public events
- Residential developments in the Town Hall's East Wing and Link Block, The Broadway Annexe and the Mews – to include four four bed houses, three four-bed flats, 20 three bed flats, 61 two bed flats and 35 one-bed flats.

The development itself will have secure cycle parking within the building and outside for the community facilitates. It is therefore important that we develop safe walking and cycle routes into the adjacent neighbourhood areas to ensure that those attracted to the new facilities do so in a sustainable way.

## Travel Plans

As part of the push to encourage more cycling in the borough, the council have been undertaking personalised Travel Planning for cycling. The areas in focus for this project have been Crouch End and St Ann's (just to the East of Crouch End). Just over 3,000 residents to part in the process, which included an increase in leaflet delivery, household door to door

contact and materials given out at different popular locations in the area. The project was to achieve a modal shift over a three month period. The results showed that

- 18% of participants had changed one or more of their regular journeys to a sustainable mode of travel in the past two months.
- 24.1% increase in the number of residents cycling across the project area
- Residents who cycle already reported an increase in cycling trips from 6.6 to 8.2 journeys per week.

This clearly demonstrates the opportunity and potential within this area to increase the modal shift that is desired.

In addition schools in the area have been at the focus of the council and each school has its own STARS travel plan through TfL. These all include the desire for additional secure cycle parking as demand out weights provision. Two schools have already received funding from TfL for cycle parking and more is still wanted. Schools within this area are becoming proactive and discussions are being held over creating the potential for no car zones around a school during the peak periods.

# Programme Vision and Objectives

## Overarching Vision

There are three main aims of the bid, aligning with the Haringey draft Transport Strategy and the Mayor's draft Transport Strategy of providing liveable neighbourhoods:

- ✓ 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 neighbourhoods 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.

## Programme objectives

Haringey Council shares the Mayor's vision for walking and cycling and seeks to dramatically improve conditions and infrastructure within the borough.

The area of Crouch End has high potential for modal shift. The town centre generates high interest through the collection of shops and entertainment and is well attended. It is also a key area for local services such libraries and schools. It is also situated on busy connecting route into the centre of London. This makes it a busy route for local traffic and commuting. The direct routes to both central London and the main rail and underground stations provide excellent opportunity to develop well used cycle and walking routes and the bus network.

Of most importance is Crouch End's strategic location for cycling as identified by the TFL Cycling Demand Analysis 2017 listed a future priority cycling route between Wood Green and Kentish Town through Crouch End.

The areas surrounding The wider area surrounding the town centre has a number of

schools, libraries, rail and underground stations, as well as other small local shopping areas. There are vast amounts of green space in the area for leisure such as Crouch End playing fields, Stationers Park and Priory Park. Linking these densely populated surroundings with better, safer walking and cycling facilities will encourage a closer and more active community. This, in conjunction with active promotion within the community, will help develop a big modal shift towards walking and cycling.

Therefore, the key programme objectives are:

- ✓ **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 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 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.
- ✓ **Health** – In particular, to increase activity of residents (especially children) in the area by incorporating physical activity as part of the daily routine.
- ✓ **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.

# Overview of Liveable Neighbourhoods Bid

The Crouch End Liveable Neighbourhood Bid 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. The outcome will be a modal shift to sustainable modes of transport which support the aims of a liveable neighbourhood and Haringey's ambitions for enabling more cycling and walking in Crouch End.

The interventions have been developed using a combination of recent transport data and studies carried out in the area (including a detailed SGD safety study), local knowledge of Crouch End, community involvement, an awareness of development activity in the area, including the development at Hornsey Town Hall and the wider aspirations of regeneration in Haringey and the neighbouring boroughs. These have assisted in understanding Crouch End's potential for change.

Our Liveable Neighbourhoods bid comprises of four main elements:

## 1. A substantial redesign of Crouch End Town Centre to make it genuinely excellent for those wanting to walk, cycle and use the bus network.

The Council is proposing to make Crouch End the centre of the Liveable Neighbourhoods bid. The regional town centre is located on the A103/A1201 corridor and is a thriving centre and a big attraction for those in the surrounding area. Although not directly served by a tube line, it is located in the middle of Wood Green, Archway, Finsbury Park and Highgate which provide connectivity via the Northern and Piccadilly lines. It also has good connectivity to several surface rail routes.

In addition to the commercial core of Crouch End Town Centre, there are several schools and buildings of public interest (Hornsey Library, Hornsey Town Hall Art Centre) located in the surrounding area.

Key routes within the centre are currently dominated by road traffic creating an

unwelcome environment for cyclists and pedestrians, reducing attractiveness of the area, and deteriorating air quality. The Council's new draft Transport Strategy is putting into policy the prioritising of walking, cycling, and public transport across the borough.

A result of this redesign will be a new public square with the Clocktower as the centre piece which is an important landmark and focal in the town centre.



## 2. Prioritising walking and cycling in residential areas

A key feature of our liveable neighbourhood bid is to develop residential areas that are fit for purpose and actively encourage residents and visitors to shift from driving to walking and cycling. This will address the issues of rat running as well as those using motor vehicles for short journeys, such as trips to local schools, shopping areas and commuting to local stations.

The proposals will include active encouragement of walking and cycling through promotion within the community, better facilities and safer routes. Modal shift will also be encouraged by reducing parking allocation, providing vehicle free areas at schools, closing roads and increasing enforcement.



The areas for development include those surrounding the town centre and the main link roads. These Neighbourhood areas are as follows:

- Priory Park Area
- Hillfield Ave Area
- Weston Park Area
- Crouch Hall Area

## 3. A network of good walking, cycling and bus routes

A key element of our proposal is to increase the accessibility of the town centre and the main roads that link into the town centre. This will be addressed by introducing new design measures to provide a better environment for all users. This will include the main design principals of:

**Creating safe space for cycling** – drawing on best practice across London, the proposal will create areas of protection (whether segregated or semi segregated) for cyclists on the main routes. This will include better facilities at key junctions of:

- Church Lane junction with High Street
- Middle Lane junction with Priory Rd/High Street

- Park Road junction with Priory Road
- Crouch End Hill junction with Hornsey Lane

**Improving the walking environment** – along the main routes we shall improve the experience by providing continuous footways and giving priority to pedestrians at junctions.

**Journey time reliability for public transport** – simplifying main junctions and reducing delays will be important measures to improve the reliability of the bus network. Through traffic modelling across the area, the junction capacities will be maximised to ensure that the best possible bus journey time savings. We shall all address particular point of congestion along the route of Tottenham Land and The Broadway

## 4. Engagement and Complementary Measures Community led design

This element of the bid is vital to the success of ensuring modal shift within the area and meeting the targets of the Mayor's Transport Strategy.

Building on the communication and engagement work already undertaken by the council, an extensive eight stage engagement process will be developed to run throughout

the bid and beyond. This will include innovative ways of engaging through new technology and ensures that all stakeholders have the opportunity to feed into the design and developments. With the community being at the centre of the process, the proposals will be developed with careful consideration of their concerns and aspirations for the area. This will ensure a greater ownership is taken and transfer of modal shift from the motor vehicle to walking and cycling is more likely.

With the changes to the town centre, the communication and engagement with businesses will be critical. We shall engage early with business to ensure buy in, adopting best practice from other councils that have undertaken similar projects such Waltham Forest in Orford Road.

A key aspect of our bid is to ensure that we record and understand the importance of each element of the bid. Therefore as part of the work will study the effects of each element and how this impacts the desired outcomes. We propose to use academic studies to help with the research through partnership with University of Westminster. This will allow us to share best practice with other authorities and also help develop other areas in the borough.



# Opportunity and Potential for Modal Shift

## Potential Improvements

A key driver for change in Crouch End is the current dominance of vehicles. The programme objectives and vision set out in the previous chapters reflect the boroughs desire for a significant modal shift away from car usage and to drive forward its cycling and walking vision set out in the new Draft Transport Strategy.

There is a high potential to increase the number of walking trips that are currently being made within the Crouch End area. The area surrounding the Crouch End town centre is high in residential density, with many direct routes to local facilities and wider transport network connections. Information provided by TfL through the Local Travel Demand Survey (LTDS) shows a high population density in the areas surrounding Crouch End.

This survey demonstrates the potential to increase the prominence of walking as a mode of travel.

The primary barrier to walking in the area is the car dominated environment which has developed over many years. To unlock the potential for mode shift to walking, this dominance of vehicles also needs to be addressed.

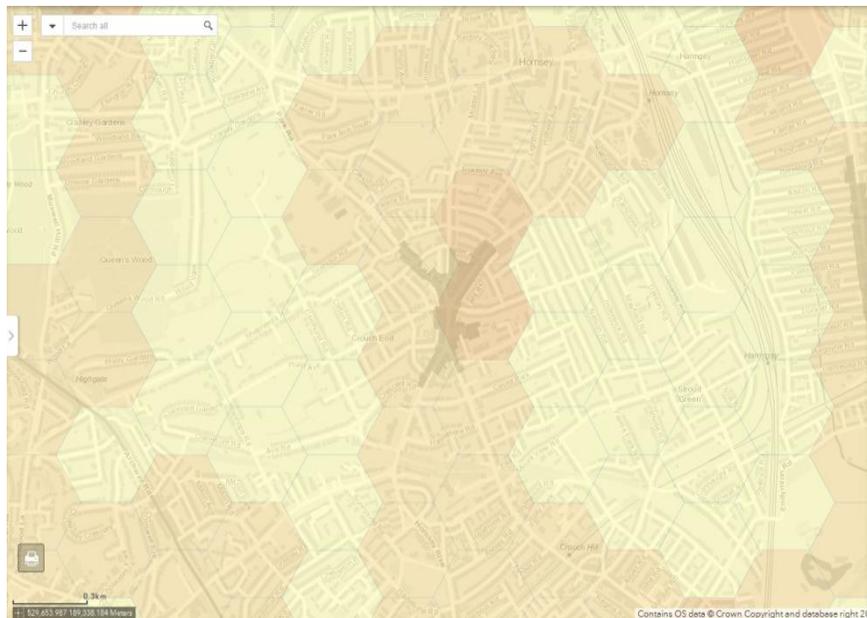


Figure 1 - LTDS showing high pedestrian density

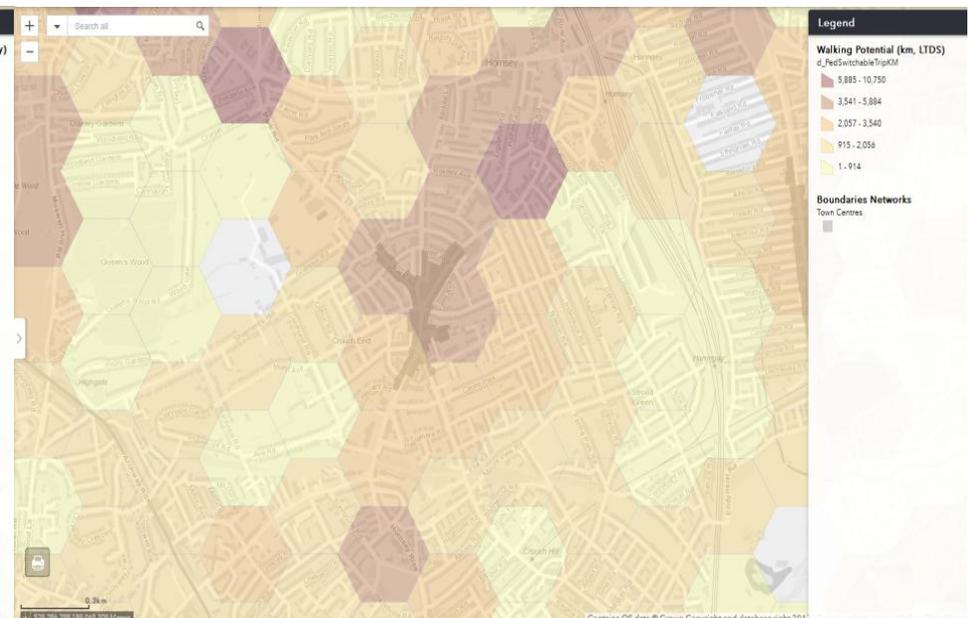


Figure 2 - LTDS Showing high walking potential in the Liveable Neighbourhood bid area

## Potential for Increase to Cycling Trips

The key routes identified in the bid have been chosen due to their strategic location in relation to the town centre and importance within the context of local policy objectives. Each of the routes not only provides access to the local town centre, but act as a key connection for access to the tube and rail interchanges, and for those commuting into Central London and beyond.

This has already been identified by TfL within the latest Strategic Cycling Analysis published in June 2017. This has the Kentish Town to Wood Green route (which goes through Crouch End and Tottenham Lane as highlighted in this bid) identified as one of its 25 top potential connections for further cycle improvements.

Furthermore, the Local Transport Demand Survey (LTDS) also identifies other routes within the area which have high potential for cycle demand improvements. This includes the routes identified within this bid for improvements including Park Road, Middle Lane, Weston Park Road and Mount View Road.

## Potential for a Shift in the Proportion of Short Local Car trips to Walking and Cycling

The characteristics of the existing Crouch End town centre has led to the dominance of traveling by car. The town centre is highly accessible by car with ample parking to facilitate short stay visits. This includes spaces on-street outside of shops as well as a range of short stay parking in the surrounding side roads and neighbourhoods. Some controls are provided with regard to permit parking and loading, however, these are short periods in the day which provide no significant deterrent to visitors and residents driving to the town centre.

Access or egress from side streets onto the main high street is generally unrestricted, making it easier for drivers to use these streets for rat running and circulation when trying to find a parking space.

There is opportunity to shift the priority and focus within the town centre away from vehicle movements by reclaiming carriageway space for walking and cycling and reviewing the existing parking supply and demand. This will require careful consideration and improvement of routes to key facilities within the community, including surrounding schools, the town hall, parks and stations, all located within a 1 km from the centre.

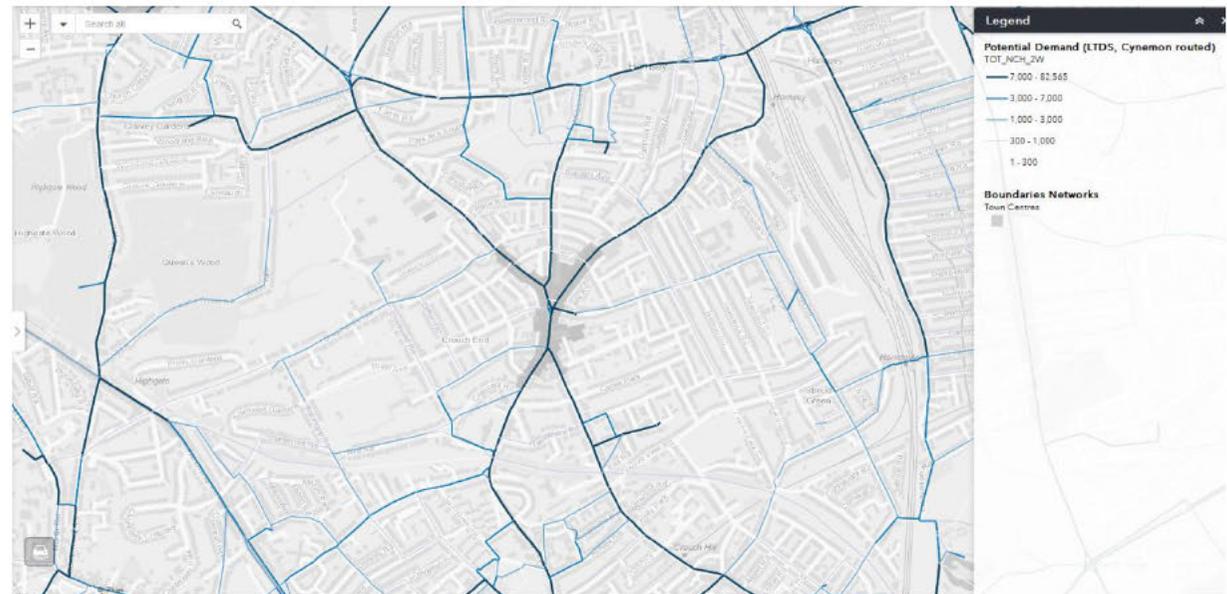


Figure 3 - LTDS showing routes with the highest category of potential cycling demand

## Potential for Improvement to the Bus Network

There is no direct overground or underground line within the Crouch End town centre, however, there is a frequent bus network providing vital connectivity for residents and visitors from the surrounding areas. The bus network in the Crouch End includes four day time routes and two night routes.

The main bus routes travel along key routes already identified in the bid for improvement. The lack of other transport interchanges means the potential to increase number of bus passengers to and from the area is fairly significant. Improving bus journey times will be important to ensure reliable services for these passengers, providing an attractive alternative to travel by car. Journey time delays for buses on these routes tend to be due to delay at junctions, wider than necessary pedestrian crossing facilities, and buses needing to manoeuvre around parked cars.

In addition, bus stops within the centre tend to have narrow waiting spaces with poor shelters. Narrowing the carriageway and widening the footways will provide opportunity to improve these waiting areas.

A key element of the bid is to improve these aspects of the bus network in order to influence more people to change their mode of travel.

## Potential for Improvement to the Look and Feel of Public Spaces

Although the primary motivation of the bid is to create modal shift from car-use to more active modes, one of the desired co-benefit is the creation of better public realm and places. Such measures include opportunity to provide visual gateway treatments leading into the residential neighbourhoods, as well as use of reallocated space for pocket parks for community use with planters, green gyms, and community gardens.

The Crouch End Clock Tower in the middle of the town centre is an important focal point and way finder for the community and this landmark will be key feature of the new public space.

## Potential Improvements for Economic Regeneration

The major investment in infrastructure provided by this liveable neighbourhood funding will

provide safer and more attractive routes into and out of the Crouch End area. This in turn will enable residents to access jobs in central London and the wider city, promote the visitor economy and facilitate sustainable travel to jobs and town centre. The development of the Town Hall and nearby residential developments will be major complimentary measures alongside this programme to deliver a liveable neighbourhood

There is growing body of evidence to show that cyclists, pedestrians and public transport users are loyal supporters of local shops and services. They tend to use local shops and services more frequently and spend more money per month than those arriving by car. Consequently, an enhanced public realm with improved walking and cycling facilities will likely increase spending in the area.

## Potential for Improvements to Safety

Numerous studies have shown clearly that fear of injury and stress associated with motor traffic are what stop people from cycling, especially for women, children and older people. To make cycling an attractive and mainstream mode of travel, we know that we will need to

employ more innovative measures to manage traffic, and create better routes which protect cyclists from motor vehicles.

The borough has already introduced a 20mph speed limit; however, further measures need to

be implemented to ensure that this speed limit is observed especially in areas where pedestrian and cyclist trips are encouraged. A key element of this is implementing routes for schools where safety for more vulnerable users is paramount. Improvements to such routes will facilitate a shift to more travel by walking and cycling.

Areas where collisions occur tend to be at junctions along the main roads. The worst 5 junctions in the area will be considered in their own right on a case-specific basis to improve the safety for all users.

## Potential for Improvements to Health

Creating an environment with attractive routes and where residents feel safe to walk and cycle will enable them to exercise while going about their daily routine. This has secondary benefits by helping prevent the onset and aid the management of chronic diseases.

Given the number of parks in the area, there is also a health incentive to increase walking and cycling for leisure activities. The bid proposes improvements to the connection of these parks to the town centre, ensuring that there are easy, attractive and safe walking and cycling environment to reach them. This will provide benefits for over 100,000 residents that live in the area.

# Existing Conditions and Proposals

Crouch End is a regional town centre with a mixture of M3/P2 and M2/P2 street typology. These streets contain important strategic movement with medium place function, attracting people from across the borough. This area is the focus of the liveable neighbourhoods bid.

The area is bounded Priory Road/High Street to the north, the railways lines to the east, Mount View Road and the parkland walk to the south and finally Stanhope Road and Crouch End Playing fields to the west.

The area includes the main high street of Crouch End, the residential areas, the local Town Hall, libraries, six schools and various large playing fields and parks. On the outskirts of the area there are the four main stations of Highgate, Crouch Hill, Haringey and Hornsey and further afield to the south east is Finsbury Park Station.

The proposal, although interconnected, can be broken down into four main areas:

- A substantial redesign of Crouch End Town Centre to make it genuinely excellent for

those wanting to walk, cycle and use the bus network

- Prioritisation of walking and cycling within the residential areas
- A network of good walking, cycling and bus routes
- Community led design and development

## The Town Centre

Crouch End is a regional town centre and although not directly served by a tube line, it is located in the middle of Wood Green, Archway, Finsbury Park and Highgate which are serviced by the Piccadilly and Northern lines. It also has good access to several surface rail routes.

In addition to the commercial core of Crouch End town centre, there are several schools and buildings of public interest (Hornsey Library, Hornsey Town Hall Art Centre) located within the area.

Given the presence of these public facilities, as well as commercial activity, is well attended by

pedestrians throughout the entire day. The volume of movements along the footways, as well as at crossings, becomes particularly significant during weekends. During times of high pedestrian volume, the available pavement width does not appear to be sufficient. As described above, footways are cluttered, and some crossings do not provide appropriate waiting areas.

The entire corridor consists of two traffic lanes with one in each direction, except on the approach to signalised junctions. No cycling facilities are provided with the exception of a short section of bus lane along Crouch End Hill. The area is subject to a borough wide 20 mph speed limit, although this is often not observed.

There are two signalised junctions; one between the Broadway and Tottenham Lane, the other between Crouch End Hill and the Broadway. There is one signalised crossing along the Broadway. These junctions slow traffic, however, due to width of the carriageway they operate inefficiently. The corridor is fronted by kerbside commercial

activities on both sides, while most of the side roads lead to residential areas.

The overriding characteristic along the Broadway is the wide carriageway (in excess of 10m), which creates a less than ideal environment for vulnerable users for the following reasons:

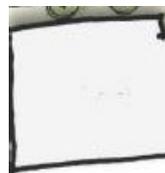
- The space left to the footway is fairly narrow on both sides, often cluttered by guardrails and redundant street furniture. This is particularly true in proximity of bus stops, where the available waiting area is extremely constrained.
- The available carriageway width encourages drivers to overtake cyclists, increasing the risk of hooks and collisions. Moreover, it provides enough space for vehicles to reverse/U-turn when heading in the wrong direction or exiting a parking bay, posing a hazard for cyclists and other vehicles.

## A substantial Redesign

Our vision of Crouch End liveable neighbourhood is one of a vibrant social and economic centre with attractive streets, green

spaces and a relaxed feel; one that makes you want to spend time shopping in, walking the quiet back streets or cycling to the areas parks and libraries.

In order to realise this vision we know that we will need to reallocate road space to reduce the dominance of vehicle traffic in the streets and encourage a shift towards more sustainable transport modes.



## Town Square

The proposal is to create a central town square by simplifying the junction of Park Road, Broadway Parade and Crouch End Hill and creating a new public space which incorporates the clock tower. This will include:

- Modal filters at both Crouch Hall Road and

Figure 4 - Creation of a Town Square

Western Park - both areas will be developed to include new public realm spaces, seating areas for various cafes in the area, new trees and plants, routes for cyclists to enter the high street, and limits on vehicles turning into key cycle and walking routes into the neighbourhood areas.

- A signalised T-junction to accommodate movements of vehicles between Park Road, Broadway Parade and Crouch End Hill. This will include straight across pedestrian/cycle crossings with crossing distances minimised. This will reduce signal cycle time.
- Increased street lighting, seating, and provision of a public space for temporary events such as markets or other community events.

## The Broadway

Along the Broadway there are wide carriageways which provides poor pedestrians crossings opportunities, increases vehicle speed and encourages u-turning traffic. The narrowing of the carriageway will improve the pedestrian facilities, reduce speed and reduce

the desirability of cars to come into the high street.

There is a lack of cycle facilities and protection against a variety of moving vehicles including HGVs, buses and the motor vehicle. This provides an unpleasant environment

## The Broadway Proposals

The current high level concept proposal includes the narrowing of the available carriageway space, and provide protected cycle lanes, wider footways and better bus stop facilities. This would mean a reduction of some parking spaces along this section of the high street. In order to help facilitate the high levels of informal crossing the middle section of Broadway will be raised to provide a type of shared surface.

In addition, there will be increased number of trees planted as well as an increase in the number of cycle parking spaces in the whole area.

As part of the Hornsey Town Hall development the town square is being developed and will be a major complimentary project. Funding has been secured to look to improve the look and feel of the area adjacent to the Broadway with new tree and shrub planting, lighting, pavement improvements to open up the area. This will create a more social and vibrant area for the cafes and restaurants that sit adjacent. As part of this some cycle parking has already been installed with further more to be implemented.



## Prioritising walking and cycling in residential areas

Our proposals for the residential areas are based upon the experiences of Waltham Forest Mini Holland villages programme and the Woonerf principles. We want to return the streets to local people by removing through traffic, providing safer, quieter and more pleasant streets which make walking and cycling the obvious and more attractive way to get around.

We will soften the streetscape by removing unnecessary road line markings and street furniture. This currently gives the perception that the streets are for cars and not for people; that they are connections rather than places in their own right.

We will use innovative and experimental features, items such as planters, seating and greening to block through routes, applying design philosophies like home zones to create cells of streets selected to have maximum strategic impact in facilitating cycling and walking and addressing problems such as rat running.

To facilitate the creation of the liveable neighbourhoods we have divided the area into four distinctive neighbourhoods:

- **Priory Park Area**

This residential area is to the north west of the liveable neighbourhood bid area. The LTDS has shown this area has the highest potential for modal shift to walking and cycling. Currently, the abundance of parking within residential streets is off putting to walking and cycling. The proposals will seek to develop the key strategic east to west movements linking together the Crouch End playing fields to Priory Park.

- **Hillfield Ave Area**

This is the smallest of the four neighbourhood areas but one that provides vital walking and cycling links to Hornsey Station and Priory Park. Proposals will support this route to become a quiet way for those not wanting to travel on the main high street and Priory Road.

- **Weston Park Area**

This area is primarily residential immediately to the east of the Broadway. This area contains Haringey Train Station as well as Little Tree

Montessori school. This area has large potential to increase walking and cycling as it is sandwiched between the railways lines and the Broadway, making vehicle movements more difficult with restricted a number of access points. Key bus routes serve this area and will require detailed planning to ensure these routes are unaffected.

The Weston Park area has the potential to provide alternative quiet cycle and walking routes for those on the high demand north/south route. A series of modal filters in this area will feed the high street, station, school and Stationers Park.

- **Crouch Hall Area**

The Crouch Hall area is a key neighbourhood which runs along the western side of Crouch End High Street. As cycling demands increase, further demand for secure residents cycle parking may also be needed following the implementation of the first one last year in this area.

## The Neighbourhoods and walking and cycling routes

The routes identified in the proposal will serve to link the surrounding neighbourhoods and the town centre. They are strategically placed to encourage walking and cycling trips to the nearby stations, bus interchanges and various parks and playing fields. The designs will encourage opportunity for the younger generations to explore their local area in safe manner, creating a cleaner, safer and green environment to live in with a strong sense of place for the local community.

## Proposed Measures

### Road closure and reducing traffic

To encourage traffic reduction throughout the livable neighborhood area we will introduce a series of road closures with modal filters, building on lessons learnt from Europe and other London Boroughs (Hackney, Waltham Forest). The key objective will be preventing vehicular traffic travelling through residential areas while still maintaining access.

We know from experience that we will have to consider and test a broad range of options to ensure that we do not create traffic issues that have a detrimental impact on public perception and acceptance of the changes proposed as part of the programme. The location of closures will be carefully considered during this process, making use of temporary materials in many locations initially. There may, in some instances, be opportunities to use junction heads adjacent to main roads as loading or parking areas, removing these activities from the main carriageway. Other locations may benefit from closures half way down the road rather than at junctions.

It should, however, be remembered that it is highly likely that issues will be experienced while drivers adjust to the fact that the 'rat runs' they have been using are no longer available. Experimental closures will be introduced wherever possible using temporary features such as planters and traffic orders, so if modifications are required they can be made relatively easily and without significant abortive works costs. During the second and third phases of the neighbourhood programme, further experimental closures will be made,

and those initial closures that have proved successful made permanent.

### Modal filters

We will introduce modal filters at road closures providing safe and easy access by foot and cycle throughout the area. Initially, modal filters may be temporary. However, we will develop a number of innovative solutions that combine closures with greening, a place to rest such as benches or functions such as cycle parking.

### 20mph and traffic calming

All the areas with the liveable neighbourhoods' proposal have a current posted speed limit of 20mph; however, some areas are less effective than others. As a part of the implementation of the liveable neighbourhoods, we will review existing traffic calming features, replacing measures that are not cycle friendly and introducing new measures such as sinusoidal (cycle friendly) speed humps and tables to ensure that the 20 mph is observed.

## **Parklets**

A parklet is a small space serving as an extension of the pavement to provide amenity and green space for people using the street. It is typically the size of several parking spaces, or can be located on the pavement where it is wide enough. Parklets typically extend out from the level of the pavement to the width of the adjacent parking space, though some have been built at the level of the street with access from the footway.

Parklets are intended for people. They offer a place to stop, to sit, and to rest while taking in the activities of the street. Parklets can also provide additional areas of seating for cafes, restaurants and pubs. This is common in Copenhagen, Amsterdam, and more recently, in New York.

A parklet may also provide greenery, art, or some other visual amenity. We will work with the local community including businesses to identify the best types and locations for parklets. The scope of an assessment of suitable locations would include but not be limited to:

- Parking stress

- Potential use by businesses (e.g. additional outdoor seating)
- Potential anti social behaviour (e.g. street drinking). We hope that working with the community from the outset on these elements of the proposals will create feelings of inclusion and ownership and that joint funding and maintenance agreements can be put in place to ensure these new pockets of green space and recreation are planted, painted and maintained to the highest possible standard.

## **Pocket Parks**

The introduction of modal filters and road closures provides an opportunity to enhance the public realm through the introduction of complementary greening. There are many examples of such greening in neighbouring boroughs.

As part of the creation of the villages we will introduce pocket parks, trees and planting where feasible.

## **Community led design**

One of the opportunities for the community to become involved in the design and development of the programme is to contribute to the redesign of residential streets they live in to accommodate modal filters, cycle parking or a revised parking layout. We have outlined a consultation strategy which will encourage resident participation and ownership of improvements to their streets. (This is discussed in more detail in the consultation and engagement section of this document).

## **Cycle parking**

We know from our own surveys with cyclists and from experience from elsewhere that the lack of safe, secure high quality cycle parking, both at destinations (commercial/retail centres, transport nodes) and at home is a barrier to cycling. Requests for residential cycle hangers have already been received from residents in the area and it is proposed to have a programme of installation where there is demand across the liveable neighbourhood area.

### **Car clubs**

As a complimentary measure we will work with the boroughs appointed car club operator Zipcar to introduce car club cars throughout the area. Studies of car club members carried out by the Transport Research Laboratory show that they walk, cycle and use public transport more than those who own their own cars. The introduction of a car club car can also remove up to 25 cars from local roads through people selling their vehicles or deferred purchases.

### **Play streets**

Play Streets provide an opportunity for children to reclaim the streets from vehicles and traffic for a few hours on selected streets and agreed days. This allows children who do not live near to a park or playground to safely play in their street, let their hair down and blow off some steam.

The roads closed to traffic and are fully supervised by the parents or guardians of the children playing out. This also supports the view that roads are not there purely for the movement and parking of cars.

Children like to play near home and have traditionally done so. A 2007 poll found that only 21% of children today are allowed to play out (Play England). The main reason cited for not playing outside was traffic.

We know children need to play. It is vital for their physical and emotional development and for their social learning. Children are far more likely to get a good daily dose of physical activity if allowed to play outside which helps address many social, environmental and health issues.

The Council is promoting play streets and sees liveable neighbourhoods as an excellent opportunity to formalise play streets and create new ones, as communities see the benefit of low traffic streets.

### 3. Routes - A network of good walking, cycling and bus routes

A part of the liveable neighbourhoods proposal is the development of a series of links to facilitate movement to the main centre and for those undertaking journeys from further afield. The main routes include a north/south route from Hornsey Station to Crouch End Hill, Park Road and an east to west route along Mount View Road.

#### Design statement

We will adopt wherever possible simpler, safer street designs that through a combination of innovative measures reclaim space for pedestrians. This will change the feeling of our key corridors which are, after all, the places where residents' of the area should want to spend time.

#### Shared spaces – Continuous footway (Blended Crossings)

Walking will be encouraged provided by changing the nature and feel of the main routes. Blended crossings come in different forms, but share the common design feature, notably continuation of footway material through the mouth of the junction. The blended crossings contribute to delivery of healthy streets approach by enhancing the pedestrians priority at junctions without signal control. They enhance road safety by slowing turning movements and encourage turning vehicles to give way to crossing pedestrians in compliance with the Highway Code rule 183.

These have been effectively utilised in Waltham Forest. This measure will be implemented along the route at junctions that have generally had low traffic flows or are one-way.

#### Segregation

Space for cycling will be provided through semi or fully segregated facilities. In locations where this is not feasible we will ensure the design of streets encourage low speeds and driver awareness of cyclists.

Full segregation will be used along sections of our cycle routes where there is adequate carriageway width or land available adjacent to routes that can be used to widen corridors. This design option would be used along sections of carriageway with high volumes of cyclists and/or motor traffic.

This design option provides the best possible facilities for cyclists but may not be feasible in some locations unless this is at the detriment to other road users. We understand the need to get the balance right and only propose full segregation where they are suitable.

## Segregation light

On some routes, semi segregation will be our most commonly used solution. Where we adopt 'segregation light' it will be through the combined use of armadillos, wands and planters. This will provide us with the flexibility to implement the most appropriate measure to suit the proposal environment. Where we are unsure of the right balance and want to experiment with road space reallocation we will use temporary/removable features so if we need to make modifications we can.



## North/South Route

This route is from Hornsey Station through Crouch End high Street to Crouch End hill and Finsbury Park, is one of the most important and potentially popular links, for walking, cycling and public transport. It forms part of the wider Kentish Town to Wood Green cycle route which is within the top 25 TfL priority routes identified for further development.

## Proposal

Due to its importance in the wider London strategic context, we are aiming to provide where possible the highest level of cycling service. This includes providing segregated cycle facilities between Haringey Station and the junction of Tottenham Lane and Nelson Road. Due to the narrow characteristics of the carriageway into the town centre, an alternative route will be provided to the centre of the high street. The alternative route is still direct and is through roads with modal filters and reduced vehicle numbers.

To ensure access into and out of the cycle lanes, a new pedestrian and cycle crossing will be placed at the junction of Nelson Road and

Tottenham Lane. This will also provide connectivity between the neighbourhoods.

From the centre of town, segregated cycle lanes will continue to the southern end of Crouch End Hill and we will work with Islington Council consideration is given to improvements all the way to Finsbury Park station.

Blended crossing will be provided at key junctions, including:

- Tottenham Lane with Gisburn Road, Ribblesdale Rd, Harvey Ave, Montague Rd, Elmfield Ave, Rosebery Gardens, Elder Ave
- Crouch Hill with Crescent Rd, Christ Church Rd and Haslemere Rd.

## Park Road

Park road also provides a north/south alternative route, however, more importantly this road acts as a barrier to those heading east/west from the residential areas to the Crouch End playing fields and to the local schools.

## Proposal

As a route we are looking at providing additional traffic calming measures to slow vehicles and provide an improved environment for those walking and cycling.

At the northern end of Park Road (at the junction of Park Road South and Abbeville Road) there is a key link between the main roads and the park areas of Priory Road and Crouch End playing field. Therefore, it is proposed to install a formal crossing for pedestrians and cyclists to correspond with the cycle protection facilities proposed on South Park Rd. In addition to linking the parks, it is proposed to remove nine parking spaces on Park Road and create a two way cycle lane on the western side. This will also provide a connection to the health centre for residents in the nearby neighbourhood.

Further to the south of Park Road, traffic calming measures are to be installed along with an upgrade of the pedestrian crossing at the junction of Wolseley Road, which is a key route for school children.

## Key junctions

As part of the development of the routes we are keen to ensure that the feeder junctions are fit for purpose and that the routes provide for a wider strategy. This will encourage wider use from those across the borough. It is proposed to improve the accessibility of the junctions along Priory Road between the junctions with Park Road and Tottenham Lane.

## 4. Community Led Design

We want all residents to feel that cycling is a safe, healthy, reliable transport option and that it is their liveable neighbourhood.

Consequently, we want all people in the borough to have the opportunity to input into the development of the proposals. The input may be small, for example telling us where they think a new tree should go or where some cycle parking would be beneficial. All input is valuable input, and will be vital to ensure that the residents and businesses feel empowered and ultimately the owners of this unique opportunity.

The liveable neighborhood programme will not be successful unless people choose to take up walking and cycling. To successfully achieve this there are a number of key stakeholder groups that will need to be engaged fully in the process. In order to gain their views, different approaches and strategies be put in place to ensure they understand the proposals, the legitimisation for them, and where necessary are informed or educated as to why the council is proposing such changes.

The view of differing stakeholder groups will vary massively and is likely to change throughout the engagement, design and implementation process. We have provided details in the next section of our consultation approach on the different elements of the programme and special engagement approaches developed to ensure the differing views and opinions are heard. As with any marketing strategy there will need to be a plan in place for implementation, with details of the marketing mix and communications mix to ensure that targeted groups are reached and the desired message is clear and understood. Proposed channels will include:

- Social media development and online content
- Traditional advertising including posters, particularly around known areas of traffic congestion
- Radio interviews with key council officers
- Event Management and PR including launch events
- Targeted cycle training
- Stakeholder consultation on local schemes and interventions
- Improved wayfinding and walking/cycling maps (including online material)

## Events and activities

The funding applied for within this submission has been based not only on the substantial infrastructure improvements but also the significant marketing and promotion strategy and plan, with a structured programme of events and activities to market cycling to staff, shoppers and the general public.

We know that many more children would like to cycle to school, but concerns about safety can often prevent schools from actively promoting cycling. All borough schools are already offered Bikeability training, but once we can point to real improvements in the on-street environment around schools we will run additional school-focussed promotions, targeting teachers (important role models) parents and students.

As part of the improvements to schools we shall trial car free zones around schools in the area. This will include temporary traffic management with the aim of getting a school 100% walking and cycling for at least a week without consideration of the issues and proposals of neighbouring authorities.

# Proposals and Policy

Routes			Healthy Streets Indicators										Mayors Vision					
Proposal	Issues / Benefits	Constraints / Comments	People feel safe	Things to see and do	People feel relaxed	Clean air	Pedestrians form all walks of life	Easy to cross	Shade and Shelter	Places to stop and rest	Not too noisy	People choose to walk, cycle and use public transport	Active	Safe	Efficient	Green	Connected	Quality
Cycle protection - Tottenham Lane north south routes	<ul style="list-style-type: none"> <li>This route runs from Hornsey Station through The Broadway to Crouch End Hill, and is one of the most important and potential popular links, for walking, cycling and public transport. It forms part of the wider Kentish Town to Wood Green cycle route which is within the top 25 TfL priority routes for further developments. Providing the safe routes will encourage further use.</li> </ul>	Cycle protection will be of light or full segregation depending on the carriageway width and space available. This requires further feasibility work, however the indicative work shows with the removal of some parking spaces there is adequate room for cycle protection.	●				●	●				●	●	●	●		●	●
The Broadway -protected cycle facilities	<ul style="list-style-type: none"> <li>With the high level of bus and vehicle movements along the main high street, new protected space for cycling will increase safety and tap into the potential shift in transport mode.</li> <li>New secure cycle parking around the Town Hall and central high street will make it easier and more attractive to cycle into the centre from the surrounding neighbourhoods.</li> </ul>	This requires further feasibility work, however the indicative work shows with the removal of some parking spaces there is adequate room for protected cycle lanes.	●					●				●	●					
Cycle Parking	<ul style="list-style-type: none"> <li>The lack of safe, secure high quality cycle parking, both at destinations (commercial/retail centres, transport nodes) and at home is a barrier to cycling.</li> </ul>		●		●							●	●					
Blended Crossings	<ul style="list-style-type: none"> <li>The blended crossings contribute to delivery of healthy streets approach by enhancing the pedestrians priority at junctions without signal control. They enhance road safety by slowing turning movements and encourage turning vehicles to give way to crossing pedestrian i.e. compliance with the Highway Code rule 183.</li> </ul>	Consideration will be given to each junction and these will be implemented where turning flows are low.	●				●	●			●	●	●	●				
Improved junctions - along Priory Road between Park Road and Tottenham Lane	<ul style="list-style-type: none"> <li>As part of the development of the routes we are keen to ensure that the feeder junctions are fit for purpose and that the routes provide for a wider strategy. This will encourage further use from those across the borough. Therefore we shall be review and improve the accessibility of the junctions along Priory Road between the junction with Park Road and Tottenham Lane.</li> </ul>	This will review the junction to make improvements for the connectivity of walking and cycling. It is not expected to fully redesign each junction.	●		●		●	●					●	●	●		●	●
Park Road - Traffic Calming, improved pedestrian Crossing	<ul style="list-style-type: none"> <li>Entry into the high street area, will reduce speeds to the posted 20 mph, creating a better environment for walking and cycling.</li> <li>This will include creating a better link between Neighbourhoods and for school children crossing Park Road.</li> </ul>		●					●					●	●				

Town Centre			Healthy Streets Indicators										Mayors Vision						
Proposal	Issues / Benefits	Constraints / Comments	People feel safe	Things to see and do	People feel relaxed	Clean air	Pedestrians form all walks of life	Easy to cross	Shade and shelter	Places to stop and rest	Nor too noisy	People choose to walk cycle and use public transport	Active	Safe	Efficient	Green	Connected	Quality	
Town Square - Modal filters on Crouch Hall Road and Western Park, New public realm spaces, additional trees and planting, straight over pedestrian/cycle crossing, improved signal cycle times	<ul style="list-style-type: none"> <li>Narrow footways changed to create large open public realm space with opportunities for local businesses, markets or small events.</li> <li>Lack of cycle parking addressed with new quietway links into the residential areas.</li> <li>Poor visibility to pedestrian crossings removed and with reduced carriageway provides shorter crossing distances.</li> <li>Improved street lighting, and open areas with lack of areas to hide rwill help to reduce antisocial behaviour.</li> </ul>	Overall capacity of the road will not be affected by the proposals.	●	●	●	●	●	●	●	●		●	●	●	●				●
The Broadway- Shared Space/ Raised Area and widen footways with reduced carriageway. Reduction in parking spaces	<ul style="list-style-type: none"> <li>Large width of carriageway provides poor pedestrians crossings opportunities, increases vehicle speed and encourages u-turning traffic. The narrowing of the carriageway will improve the pedestrian facilities, reduce speed and reduce the desirability of cars to come into the high street.</li> <li>Widen footways and improve street lighting will provide a better environment for pedestrians and encourage more use.</li> </ul>	Consideration will be given to bus movements and ensure bus stops have adequate space.	●	●	●	●	●					●	●	●	●		●		●
Town Hall Square - New public realm space with planting	<ul style="list-style-type: none"> <li>New public realm facilities with cycle parking. Will provide a better environment that will encourage people to spend time in the High Street.</li> </ul>		●	●	●	●		●	●			●	●			●			
Park Road - Traffic Calming, improved pedestrian crossing	<ul style="list-style-type: none"> <li>Entry into the high street area, will reduce speeds to the posted 20 mph, creating a better environment for walking and cycling.</li> <li>This will include creating a better link between Neighbourhoods and for school children crossing Park Road.</li> </ul>	School travel plans will help deliver these measures and will be in coordination with the TfL stars process.	●				●	●			●	●	●	●					●

Neighbourhoods			Healthy Streets Indicators										Mayors Vision						
Proposal	Issues / Benefits	Constraints / Comments	People feel safe	Things to see and do	People feel relaxed	Clean air	Restrictions from all walks of life	Easy to cross	Shade and Shelter	Places to stop and rest	Not too noisy	People choose to walk, cycle and use public transport	Active	Safe	Efficient	Green	Connected	Quality	
Modal filters	<ul style="list-style-type: none"> <li>Modal filters at road closures provide safe and easy access by foot and bike throughout the Liveable neighbourhood areas. A number of innovative solutions that combine closures with greening, a place to rest such as benches or functions such as cycle parking.</li> </ul>	Initially, modal filters may be temporary with trials before being implemented on a permanent basis.	●	●	●	●	●	●		●	●	●	●	●	●	●			
Traffic calming	<ul style="list-style-type: none"> <li>Review existing traffic calming features, replacing measures that are not cycle friendly and introducing new measures such as sinusoidal (cycle friendly) speed humps and tables to ensure that the 20mph is compliant. This will create a safer and more pleasant environment for walking and cycling.</li> </ul>		●				●	●			●	●	●	●	●				
Cycle/walking routes - South Park Road, linking stations, linking parks and providing safer easier routes to schools	<ul style="list-style-type: none"> <li>Within each neighbourhood area there are key links for walking and cycling, these will be tied together to ensure there is a safe route, for all potential users from children, vulnerable users and the hard to reach groups for walking and cycling.</li> </ul>		●	●			●	●				●	●	●	●				
Parklets/pocket parks	<ul style="list-style-type: none"> <li>Parklets are intended for people. They offer a place to stop, to sit, and to rest while taking in the activities of the street. Parklets are considered, outside of antisocial behaviour areas, to create local places and cafes and pubs. These will be placed instead of parking places.</li> </ul>	Location to be decided alongside emergency services to ensure no antisocial behaviour.		●	●	●			●	●		●	●			●			
Cycle parking - secure resident parking, secure parking at schools	<ul style="list-style-type: none"> <li>The lack of safe, secure high quality cycle parking, both at destinations (commercial/retail centres, transport nodes) and at home is a barrier to cycling.</li> </ul>		●								●	●	●			●			
Car clubs	<ul style="list-style-type: none"> <li>Studies of car club members carried out by the Transport Research Laboratory show that they walk, cycle and use public transport more than those who own their own cars. The introduction of a car club car can also remove up to 25% of cars from local roads through people selling their vehicles or deferred purchases.</li> </ul>											●	●						
Play streets	<ul style="list-style-type: none"> <li>Children like to play near home and have traditionally done so. A 2007 poll found that only 21% of children today are allowed to play out. (Play England). The main reason cited for not playing outside was traffic. This can be reversed with the Neighbourhood area schemes.</li> </ul>		●	●	●		●			●		●	●	●					

## Engagement

### Why engage and consult?

Our liveable neighbourhood proposals are designed to radically change travel behaviour. Large parts of the project will involve the relocation of road space and the closure of some parts of roads to vehicular traffic. The outcome of this will have a positive impact on the residents, businesses and road users, however, the initial change will affect everyone's daily habits which some will feel as a negative.

Once the transition has taken place the benefits will become clear to all, with safer roads, improved public realm and increased footfall. Wider benefits include benefits for the local economy as well improvements to the health and wellbeing of residents and people who work in the borough.

Change, whether for good or bad, creates a number of issues and opportunities. We understand that if the residents and businesses are to benefit, involvement, knowledge, empowerment and ownership of the changes will be key. This is not just to aid the acceptance and implementation of the

physical changes, but also to fully benefit and buy into the associated lifestyle changes.

### The benefits of consultation and engagement

**Better informed decisions:** Identify issues not considered during the design and allows for a better understanding of stakeholder views

**Local ownership:** residents and businesses will play a central role in the development of proposals and take local ownership of the developments' elements such as the design of pocket parks or the location of cycle parking.

**Identify contentious issues:** Early warning of contentious issues allows time to develop a response and mitigate risks.

**Raise awareness:** Opportunity to explain the wider benefits of cycling and the specific benefits of the individual proposals.

**Enhance reputation:** Demonstrates that the council and our delivery partners to be proactively seeking and responding to our stakeholders and the public.

**Public expectation:** People expect to be consulted on major publicly-funded schemes which could change the places they live, work and travel.

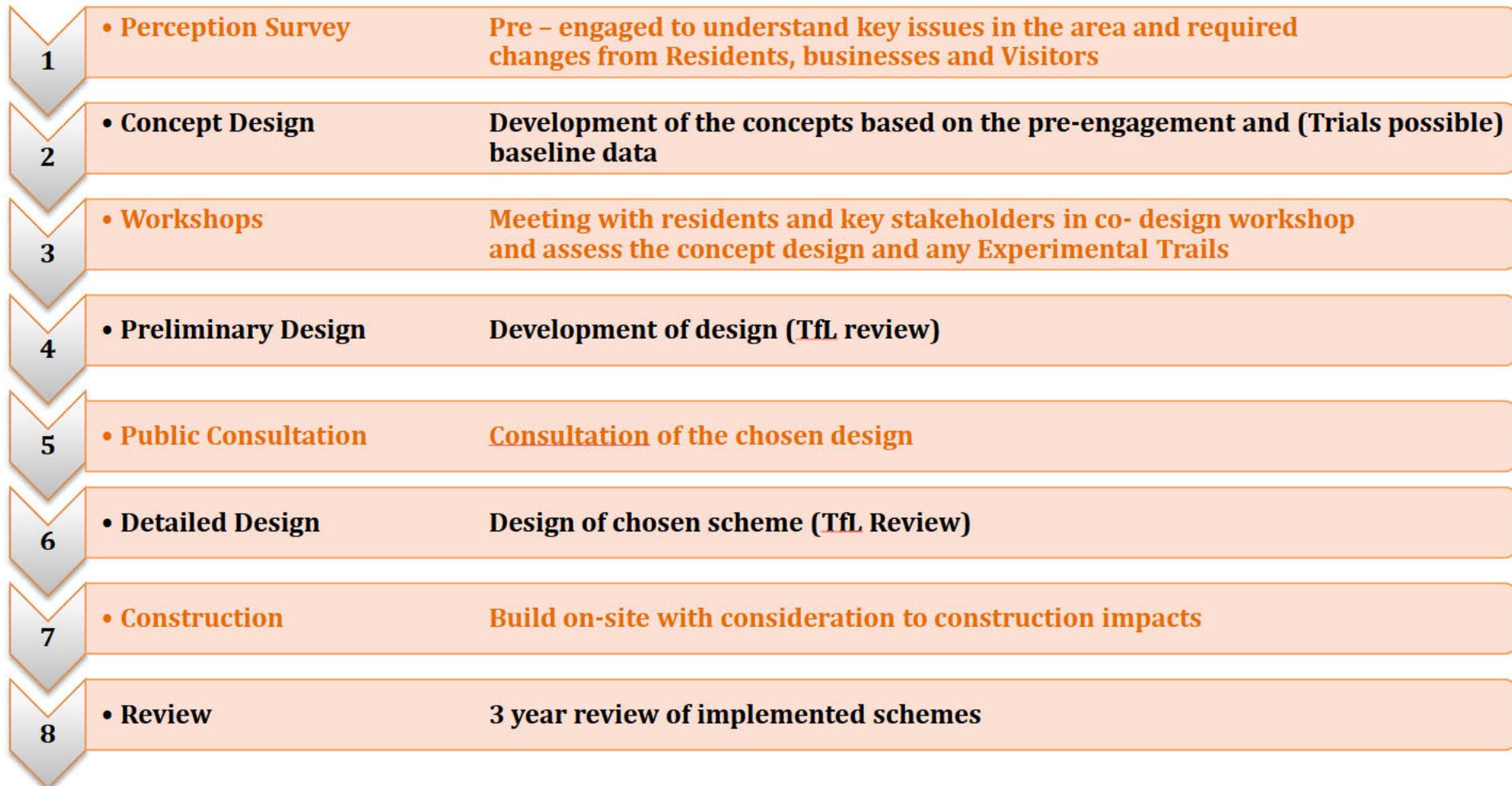
**Monitoring:** Providing the community with mechanisms to provide feedback on successes and areas for improvement including the reporting of carriageway conditions. Our implementation approach is to use a mix of temporary and permanent measures which will mean we can react and make changes if necessary.

**Statutory consultation:** The scheme will involve many changes to waiting and loading restrictions, which require statutory consultation with stakeholders, focusing on those who live and work in the affected areas. Our approach to consultation is to use experimental changes in the first instance, which will hopefully mean that concerns associated with the proposed changes can be monitored and seen 'in real life' so informed decisions can be made by all.

## When will we engage and consult?

We recognise the importance of engagement across the whole programme and the need for residents to be a big part of what we are trying

to achieve as per the benefit listed above. Therefore we devised an 8 step process for this engagement.



## Working with businesses and major employers

Working with the business community and the other major employers in the area will be key to the successful implementation of the programme. Businesses will likely be one of the most affected groups but are also one of the groups that can benefit the greatest.

Many of the businesses in the area are SMEs with only 12% of companies employing more than 10 staff. Smaller companies are unlikely to be able to support their own human resources or green travel capability and this is itself a barrier for the organisations and employees to take advantage of the cycle to work scheme or similar initiatives.

We will work to engage the business community, meeting proprietors face-to-face and discussing issues and concerns.

We are already working with the businesses in regards to the Mayor's air quality fund. One of key projects is an Air Quality focussed Business Engagement project delivered to businesses in Crouch End, the overarching aim of which is to raise awareness of the air pollution and offer advice and services to help businesses switch

to lower emission energy and travel options that will improve local air quality whilst also saving money

Most businesses will be concerned with the impact of these changes fearing that it will detract customers as there is no/reduced parking, or it will make it difficult to receive deliveries. By talking through these issues we can reassure and educate businesses of the benefits that will come with the improvements. We will also raise awareness of the wide range of opportunities available to businesses that will come along with the programme but also those already available from the council, Transport for London and national initiatives.

## Health

The opportunities to work on improving health and fitness levels in the borough are many, however, there are a number of specific initiatives which we would like to introduce.

Lambeth council has successfully incorporated cycle training into its Exercise on Referral scheme. Cycling was added to the scheme which includes gym, pilates and tai chi to give users of the scheme more choice.

The scheme is open to people with high risk cardiac and low to mid mental health issues who are referred by their GP, in addition to hospital referral cases of pulmonary diseases/cardiac rehabilitation. Cyclists are taken through the national standards cycle training programme from Level 1 (off-road) to Level 3 (busy roads).

We would like to replicate the GP referral scheme in Haringey as part of the programme, learning from our colleagues experience south of the river.

## The emergency services

We have a good working relationship with the Police and other emergency services in the borough and wish to further develop this relationship as part of the roll-out of the Liveable Neighbourhoods scheme.

The emergency services are already consulted on all traffic schemes as part of our statutory consultation process, therefore, we will ask for the views of the emergency services during the development of proposals.

## Working with neighbouring authorities

We already have good working relationships with our neighbouring boroughs and realise that these relationships and cross border working are crucial if London is to effectively deal with issues associated with walking and cycling. This is of particular importance for the programme as cycling facilities cannot stop at borough boundaries, nor be developed in isolation.

## Engaging the Crouch End Neighbourhood Forum

Crouch End Neighbourhood Forum is an existing active and established community group which is in process of preparing a neighbourhood plan for the area. Engagement with the forum will be key to the success of the liveable neighborhoods programme.