

HARINGEY CYCLING CAMPAIGN



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Winter 2018

www.lcc.org.uk/boroughs/haringey

School Streets - Haringey

“School streets” is an initiative to improve safety at the school gates for pupils, parents and staff by closing roads to cars at the start and end of the school day (e.g. 8.30-9.15am and 3.15-4pm during school term time). The concentration of distracted drivers, poor parking, and children makes for a hazardous environment and one that is hostile to people traveling on foot, scooter or bike.



Lordship Lane Primary School

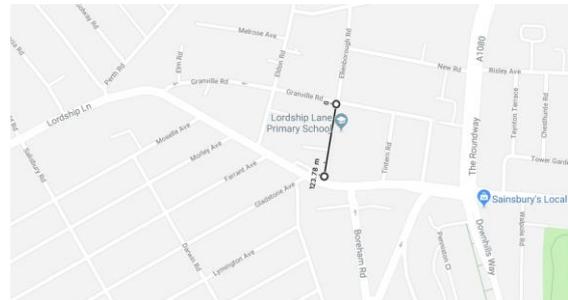
The first trials UK trials of school streets were in Edinburgh in 2014 but have since been launched more widely, with the first in London being trialled in Camden in 2016. Since then, momentum has grown, with at least 8 boroughs in both inner and outer London with plans or trials in place.



5 and 10 min walk radii around the school, as seen outside

Haringey have decided to put a small toe in the water, with plans to close the part of Ellenborough Road outside Lordship Lane Primary. This is already a short 122 metre cul-de-sac with no through traffic, but that is not to say it will not have an effect – the trial in Camden involved closing only 200m of Macklin Street but saw a dramatic fall in car trips. This is thought to be by removing ‘marginal’ car journeys, where parents did not necessarily benefit

from driving. So the marginal increase in inconvenience from the closure, combined with an improvement in the street environment outside the school was enough to nudge parents into walking, scooting or cycling instead.



The Haringey School Street. Note that the existing permanent filter at Lordship Lane remains in place

As a group, we see this as a very small step in the right direction and would hope to see more school streets across the borough, as a step to having more journeys, for more people, not in cars.

Recent press appearances

One of our members, Angela Hobsbaum, recently wrote a column in the Ham & High, under the title “View from the street: Delivering cleaner streets will save lives”. It is great to see that some of the issues that have been clear to the cycling campaign are reaching a broader audience. And it is too good an article to only use once, so it is reproduced here:

Would you like less-congested streets, where anyone can walk, cycle or get the bus, without dodging the traffic? How can we make this happen?

Here’s a golden opportunity. Last year, the Mayor of London and TfL announced that Haringey had been awarded £5.8m for a “Liveable Neighbourhood” in Crouch End. A chance to “make walking and cycling a safe, enjoyable and convenient option for many more Londoners - supporting small businesses by making our high streets cleaner, safer and more enjoyable places to spend time”, according to Sadiq Khan. But since that announcement, very little has been heard.

We meet the 2nd Monday of the month at 7.30pm in the upstairs bar of the Great Northern Railway Tavern, 67 Hornsey High Street, London N8 7QB. Drop in and say hello!



Crouch End. Neighborhood centre? Or motorway?

There's one lesson to be learnt from more progressive boroughs on how to deliver successful schemes which reduce car use and that's public involvement. We all need to support this. If Haringey genuinely wants to tame the snarl of cars snaking through Crouch End, the borough's leaders must get to grips with creating healthy streets for all.

What we don't want is wishy-washy consultation exercises with no clear direction. These would just end up with a hodge-podge compromise designed to appease everyone, including those wedded to their cars. Such a scheme would not achieve the goal of enabling active travel, and would risk losing TfL's funding and jeopardise chances in the future.

What we do want is Haringey's political leaders to start a long-overdue debate about the future of our streets. Town centres in neighbouring boroughs are being transformed into places where people linger and where the air is cleaner, and where young and old alike can choose to travel healthily on foot or by cycle. And there would be fewer bus delays.

In Haringey, the damaging effects of 1960s-style transport decisions are all around us, with roads designed primarily for motor traffic, most of which is just passing through - often single-occupancy cars coming from outside the borough. With low levels of car ownership, Haringey's residents deserve cleaner, safer streets. Strong leadership is needed to show that Haringey can prosper with streets designed for people, not cars.

Why does this matter? If Haringey's future population continues to travel as it does now, we are heading towards even more air pollution, more inactivity-related illness, with once-prosperous local businesses suffocating in traffic-choked streets and more climate change.

Recent research by King's College London has shown that reducing motor traffic and enabling more walking and cycling saves lives by improving air quality and encouraging active travel. Children in parts of London where through-traffic has already been reduced will live longer than children in Haringey, unless the council acts now. It's a life-saving decision!



Orford Road, Waltham Forrest

Two other local councils, Enfield and Waltham Forest, have gained awards and won elections by delivering schemes in their boroughs. They were determined to provide clean, healthy, calm streets. Who has the political will to change things for the better in Haringey, and literally save lives?

Crouch End Liveable Neighbourhood

At the time this goes to press, Haringey Council will already have begun public engagement on the Crouch End Liveable Neighbourhood Scheme, and we'd like all our members who live in the area or cycle through it to have their say on how Crouch End should be improved. There is a survey and a small number of public events designed to get people's views. The survey can be found [here](#), and we urge you to ask for safe cycling and walking routes though the area, as well as a reduction of motor vehicle journeys through filtering of the neighbourhoods surrounding the Broadway.

We'll be talking about Crouch End at our future meetings, so if you're interested in helping us campaign for a Liveable Neighbourhood there, why not come along? Details at the foot of the page. If you can't make it to a meeting, but would still like to help, just get in touch – contact details are on the front of this newsletter.

December Meeting: please note, our December meeting will start at 7pm. We'll be talking about cycling in Haringey and our future plans, before we adjourn for the Christmas Social. All welcome!

We welcome contributions to this newsletter, so if you'd like to write an article or a review (maybe your favourite bike-friendly cafe or local business?), please email it to Haringey@lcc.org.uk, including photos, if possible.

HELP NEEDED

There's always a lot going on in Haringey, but there's so much more we could do to improve cycling in the borough if we had your help. Get in touch and help make Haringey better for everyone: haringey@lcc.org.uk

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