

London Cycling Campaign response to Haringey Finsbury Park consultation

2 September 2019

<https://www.haringey.gov.uk/libraries-sport-and-leisure/parks-and-open-spaces/z-parks-and-open-spaces/finsbury-park/finsbury-park-consultation>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments on this scheme:

- Removing motor traffic from Finsbury Park and further improvements to improve the park to enable more people to walk, cycle and use public transport to reach the park, pass through it, and use it are welcome.

Specific points about this scheme:

- Cycle routes should not generally be routed in a manner that does not enable 24 hour use. Parks are often isolated and can suffer antisocial and criminal behaviour after dark, which acts as a barrier to cycling during those hours (in winter etc. too). Councils should work to ensure social overlooking, use and park design is such that such issues are minimised. And cycle routes should be designed to remain open and safe at all times – in or alongside the park.
- Cycle routes should, for the above reason and to reduce collisions and injuries, be lit after dark with lights suitable to navigate at normal cycling speeds.
- Car parking should be removed as much as possible, to keep Haringey in line with its policies. The council and park management should remove all non-essential car parking as a priority as the park is incredibly well served by public transport, the parking is currently being used for purposes other than intended, and car driving to and from and in the park acts as a barrier to more people walking and cycling in the park and to and from it (as well as using public transport to access the park too). Disabled access and bays are a consideration, as is loading, deliveries and access for businesses and clubs inside the park – but these should only be provided with a clear plan to reduce their movements and move as much of the current journeys done by them by motor vehicle to more sustainable modes as quickly as possible.
- Electric vehicles (and hybrids) are not a panacea for London's climate change, inactivity and air quality crises. So while provision of electric bays should be

considered as part of the remaining parking bay, access etc. provision, increased access for electric/hybrid vehicles should not be given – as this risks simply enabling a growing proportion of Londoners to continue to access the park unnecessarily by car. In other words, access should be predicated on genuine need, not type of motor vehicle driven.

General points about infrastructure schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream and enable all ages and abilities to cycle, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "critical issues" eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.