

Sustainable Haringey Network and Haringey Living Streets

Submission to the Scrutiny Review of Sustainable Transport in Haringey, December 2009

We welcome the opportunity to submit evidence on sustainable transport issues to the Scrutiny Review. However we do not feel that it is appropriate to document our concerns in the way you propose. The issues are not what we as individuals think but what we as a collective consider needs to be done. The fourth question, however, gets to the nub of the issue.

What should be the priorities for developing sustainable transport in Haringey?

Action on transport should be directed by several key imperatives:

- Reducing carbon emissions
- Increasing safety on the roads
- Improving access to transport for all

To this end we propose the following:

1. Encourage modal shift away from cars by such measures as:

discouraging car use and ownership through

- locating major developments (eg. schools, offices, health centres) at public transport hubs
- car free developments
- promotion of car free days
- expanding congestion parking zones throughout the borough
- ending rat runs
- differential charges, eg residential parking charges, to discourage the use of the most polluting cars and encourage the use of electric cars
- continuing to reduce the Council's use of motor vehicles by, eg. reviewing car user allowances, making electric vehicles available, promoting cycling by Council staff and councillors, encouraging communication by email, video-conferencing or phone rather than personal visits where possible
- continuing promotion of car clubs to provide an alternative to owning one's own car

Encourage cycling by:

- giving priority over motor vehicles – e.g. exemption from road closures and one-way streets (as exemplified in LB of Hackney's Permeability Project), advance stop lines and priority at traffic lights
- speed reduction - a reduction in traffic speeds will always benefit cyclists
- cycle friendly traffic calming - e.g. avoid road narrowings where drivers are tempted to overtake but it is not safe to do so (between 2.75 and 3.5m), and using tapered or 'sinusoidal' road humps which are more comfortable for cyclists
- reallocation of road space – e.g. bus lanes which are a 'de facto' cycle lane
- cycle parking – should be provided at all major destinations; schools, colleges, hospitals, large employment sites, public transport interchanges and leisure attractions. Also secure parking on housing estates and in front gardens and communal areas of private dwellings
- road maintenance - prompt repair and regular maintenance of road and cycle way defects, eg. pot holes, sweeping of broken glass

- clearer signage and high quality maps which grade the routes according to ability
- cycle training and maintenance classes for all abilities

Encouraging walking by:

- installation of benches and resting places
- improving street lighting, eliminating areas of darkness on public roads
- better pedestrian crossing facilities, including pedestrian lights at every signalled junction and minimising the need for staggered crossings
- keeping footways in good condition, including repairing uneven surfaces and eliminating flooding
- removing guard rails and other impediments to movement
- promoting rambling routes, such as the Haringey Trail
- stressing the health benefits of walking
- better signage
- planning walking routes to schools and work places

Encouraging public transport use by:

- improved signage to bus stops and railway and tube stations
- personal travel planning, including offering free sample travel passes
- better sited bus stops
- advocating new bus routes to make important connections, eg east-west across the borough, connections between Muswell Hill and Hampstead, connections with the new neighbourhood health centres
- expansion of the bus priority network
- improving real time information

2. Increase road safety through

- joining the Road Danger Reduction Forum to seek ways of reducing danger for all road users
- the establishment of a 20mph default speed limit for residential and busy shopping streets. (If this rule was consistently applied drivers would come to recognise that in these situations this limit was expected.)
- the use of psychological traffic calming measures such as build-outs and trees
- controlling freight deliveries to prevent large lorries blocking roads and banning HGVs from residential areas
- establishing pedestrian precincts in shopping areas
- promote low cost traffic calming methods, eg Sustrans' DIY streets concept
- working with the Metropolitan Police to increase levels of traffic law enforcement including speeding, drink driving and unlicensed and uninsured driving

3. Improve access by

- continuing to press train operating companies to make their stations accessible
- Making sure all bus stops are accessible for people with mobility problems, with buggies or in wheelchairs
- continuing the policy of installing drop kerbs or raised street entry platforms to avoid steps
- expanding shopmobility projects.