

Response Number	Respondent		Summary of response	Council's response
1	Sandy Schofield	Resident	<ul style="list-style-type: none"> • Does not address vehicle speed limits • Speed limits are not enforced • Will the Council take action to enforce speed limits? 	The Council will continue to enforce speed limits and work with the police and neighbouring authorities to ensure a coordinated response. Additional wording has been added to outcome 4 to confirm our commitment.
2	Mr J Murphy	Residents	<ul style="list-style-type: none"> • Welcomes the move towards healthier active travel and usage • Supports the priority towards making Haringey one of the most cycling and pedestrian friendly boroughs in London and managing parking demand and provision • However, there needs to be an increased priority to deliver more separated cycle infrastructure to provide a safer means of active travel • The timescales for the cycling and walking action plan is too long 	The Council welcomes the support. The cycling and walking action plan will explore the need for more separated cycle infrastructure and suggest necessary interventions to achieve better infrastructure. The action plan preparation is underway and the suggested timetable reflects a realistic timeframe to achieve a comprehensive set of actions.
3	Mr T Newland	LB Hackney – Senior Transport planner	<ul style="list-style-type: none"> • Welcomes the publication of the transport strategy • Looks forward to working closely on joint areas of interest along the border, in particular at Finsbury Park • Interesting in promoting the use of newly electrified Barking to Gospel Oak line • Welcome discussions on the improvement to Seven Sisters Road and Green Lanes for pedestrians and cyclists. • Welcome proposals to see cycle facilities continue into Haringey 	The Council welcomes the support and looks forward to working with our neighbours. The concern raised has been miss interpreted from the strategy. The council was referencing the perception that high levels of customer parking is needed if town centre are to attract customers as a challenge to the strategy.

			<ul style="list-style-type: none"> • Welcome the move to introduce more stringent parking controls in Haringey Developments • Concerned at the suggestion that more town centre parking is needed in Haringey 	
4	Mr D Jaeggi	Resident	<ul style="list-style-type: none"> • Broadly very supportive of the strategy 	The Council welcome the support.
			<ul style="list-style-type: none"> • Specific points: • Section 3 'vision' – this should focus on % of journeys that could be walked or cycles are actually walked or cycled. • Outcomes. There is no specific outcome to reduce motorised traffic and there should be and not buried in outcome 2 • Outcome 2 – 'promoting' should be replaced with 'enabling'. • Would like to see Boris biked in Haringey • Outcome 3 – should be aggressively taxing • Outcome 4 – would like to see reference to specific measures such as traffic filtering to eliminate rat runs. Through traffic should be forced to use main through routes. • Question - If councillors were forced to travel on foot or by bike for a period of time, would this focus their minds to the real impediments to active travel in Haringey? 	The vision has been amended to reflect the need to address actual walked and cycled journeys alongside the original vision. Outcome 2 has been changed to say 'enable' rather than 'promoting'. We believe outcome 3 will provide the measures of improving air quality without the need to aggressively tax. We will continue to monitor the effectiveness of the strategy through the action plans including the suggestion to change 'minimise' rat runs to 'eliminate'.
5	Mr C Barker	Transport Officer – Muswell Hill and Fortis Green Association	<ul style="list-style-type: none"> • Welcomes the strategy which echoes the Mayor's healthy streets agenda 	The Council welcome the support.
			<ul style="list-style-type: none"> • Outcome 1 – A key requirement is better orbital connections. 	Agreed and this will be a key part of the action plans

			<ul style="list-style-type: none"> • Outcome 2 – Some figures would help here. We should work towards 50% of journeys wholly on foot or by bike by 2020 	The figures and evidence supporting the strategy outcomes will be provided in the action plans
			<ul style="list-style-type: none"> • Outcome 3 – a crucial requirement is a drastic reduction in fossil fuelled vehicles. The strategy should be encouraging the use of public transport, walking and cycling in place of using private cars by - • Phasing out diesel, particularly the use of diesel fuelled vehicles by the council by 2020 • Reducing the need to travel by intelligent land use planning • Encouraging car clubs which use only electric vehicles • Establishing a network of the electric vehicle charging points throughout the borough, exploring the possibility of using lampposts for this purpose and the use of other locations in the public realm such as car parks. 	Agreed. The strategy is aiming to achieve all the suggested interventions. The phasing out of diesel vehicles is a national objective and therefore it is not repeated in this strategy.
			<ul style="list-style-type: none"> • Outcome 4 - there need to be a focus on reducing road casualties 	Agreed. This is a key priority of outcome 4.
6	RED ARMY RIDING CLUB (RARC)	RARC President - representing Haringey's motorcycling community and other organisations	<ul style="list-style-type: none"> • Very concerned and disappointed that powered two wheelers are not mentioned once in the draft. • The document fails to address the issue of transport poverty and the vast inequalities which are present in Haringey. • No evidence of equality impact assessments • The document as it stands reads like a blueprint for rendering town centres and 	<p>The strategy has been amended to take account of specifically of the need to reduce road casualties for motorcyclists and scooters.</p> <p>An EQIA will be presented to Cabinet alongside the strategy in March.</p> <p>There are no specific leads for individual</p>

			<p>other parts of the borough exclusion zones for these and other groups, and seems to only prioritise the travel preferences of wealthy younger able bodied people without dependents.</p> <ul style="list-style-type: none"> • Motorcycles are a sustainable transport solution. They reduce congestion and pollution and are significantly more economic on long and medium distances • We strongly urge the inclusion of motorcycles and scooters and the recognition of their benefits. • The Transport Strategy should propose the immediate appointment of a motorcycling policy lead at Haringey Council • Haringey Council must prioritise enabling powered two wheelers to be able to access all bus lanes • Crime is a serious barrier to the uptake of motorcycling. • The strategy should recognise the safety of all road users is important. • Vehicle access to town centres is very important. The strategy should not create exclusion zones for so many of Haringey's people with mobility preferences and issues. • The Transport Strategy should place more emphasis on creating suitable infrastructure such as electric vehicle charging points in all parts of the borough but especially on high streets and in town 	<p>transport modes at the Council.</p> <p>To support the use of electric motorcycles, the strategy has been amended to recognise their contribution to tackling air quality.</p>
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			<p>centre</p> <ul style="list-style-type: none"> • Electric bicycles should be classed the same as electric motorcycles and adequate infrastructure should be put in place for this type of vehicle. • The Mayor of London's unfair proposals to introduce the ULEZ tax in all parts of London from the North to the South Circulars will plunge thousands of people living in Haringey into transport poverty. 	
7	Living Wightman	Representing the residents of Haringay Ward	<ul style="list-style-type: none"> • The draft strategy borrows heavily from recent Mayoral/ Greater London strategies but needs to have a more Haringey-centred view • Much of our traffic is "through traffic". One implication of this is that many measures to promote active travel will have limited effect – they might encourage a few Haringey residents to walk or cycle rather than use the car, but will have no effect on non-Haringey residents. • Targets need to reduce number of car journeys by 20% or to increase modal share of cycling by 10% and they need to be time based and not too far in the future. • Suggest outcome 2 is listed first • Would welcome measure such as modal filtering of Wightman Road which would facilitate its use as a Quietway and part of the "Green Grid" as shown on the Figure 1 map in the strategy • Outcome 1 – the capacity of the road network should not be increase (unless 	<p>The Council welcomes the comments. The overall strategy aims to reduce the number of car journeys and increase modal share of cycling. The action plan will set out the goals, the interventions needed and the timeframes for this should not be too far in the future.</p> <p>The numbering of the outcomes does not express an order of preference for an outcome.</p> <p>The Council works closely with our neighbours to take account of regional issues not solely local issues. Haringey is an active member of the North London Transport Group.</p> <p>The Council's car parking policy for new developments is set out in the adopted Local Plan 2017.</p>

			<p>purely for the purpose of public transport, this will merely induce more traffic</p> <ul style="list-style-type: none">• Outcome 2 – increasing electric vehicle use and car sharing does not promote active travel. This belong in outcome 3. Since the majority of Haringey residents don't own a car, this may increase car use. Also they still contribute to pollution and climate change particularly where the electricity is generated and vehicles are heavier and many increase particulate pollution• Outcome 2 - We would like to see some specific measurable goals for the active travel outcome• Outcome 4 - the strategy should be to eliminate rather than minimise rat runs.• The strategy should clearly state the council's policy as regards the borough's willingness to bear the burden imposed by traffic that wishes to use its roads purely as routes for private vehicles to pass through.• The strategy should include concrete data about the dimensions of roads in the borough and their suitability/capacity for carrying traffic.• The strategy also needs to take account of the projected population growth not just in Haringey, but also the even higher projections for neighbouring boroughs such as Enfield and Barnet (plus the higher levels of car ownership in those boroughs), and the potential adverse impact of this on Haringey residents	
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8	Asim Mullick	Highgate School parent	<ul style="list-style-type: none"> The 603 bus schedule should be changed allow it to operate during the school run will significantly contribute to your goals. As you know, there is considerable school run congestion around Spaniards Inn and Highgate Roundabout just by the senior school. Further, it will promote social mobility by giving a broader range of students access to Highgate. 	The Council will work will TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
9	Sarah Gahagan	Resident	<ul style="list-style-type: none"> Whilst the draft transport strategy sets out some high level ambitions, it has to filter down through to changes on an area/street level. I would like my children to cycle to school and I myself would like to cycle more, but we live on a residential rat run, and to get to school, have to navigate streets with no separated cycling infrastructure. It currently does not feel safe enough to do so. I am hopeful that the council will feel empowered to make such decisions with the best interests and health of locals and our elderly/children in mind, whilst being supported fully by council members and 	The strategy is intentionally a strategic document which tackles issues affecting the whole borough. The action plans will provide the opportunity to explore neighbourhood and streets to determine how we get best meet the strategy vision.

			councillors	
10	Mr J Maizels	Resident	<ul style="list-style-type: none"> • I am very encouraged to see the draft Haringey Transport Strategy to 2026 and strongly support the direction it takes, particularly the emphasis on improved health and air quality. • Greater emphasis could be placed on creating “Healthy Streets” as defined by the draft Mayor’s Transport Strategy (MTS). • The level of ambition could be clarified: a reputation for being a walking and cycling borough could be more precise. • Outcome 1 - Support this outcome broadly, especially improving connectivity, accessibility and capacity of public transport to support growth. The reference to road network in the first priority should be removed • Outcome 2 - Strongly support the priority of making Haringey one of the most cycling and pedestrian friendly boroughs in London, though would like to see more clarity about how this is to be achieved. Strongly support managing parking demand and provision and reducing overall vehicle movements. • Outcome 2 - do not support the 4th priority bullet - what evidence is there that “increasing the use of electric vehicles and car sharing schemes” promotes walking and cycling? References to electric vehicles should be moved to outcome 3. References to shared car schemes should be removed 	<p>The Council welcomes the encouragement for the strategy and the strong support for its direction.</p> <p>The MTS has been given significant emphasis in the local strategy including the healthy streets approach.</p> <p>Do not agree with the suggested amendment to outcome 1. All networks are important to supporting the aims of the transport strategy</p> <p>The details and target for meeting outcome 2 will be set out in the walking and cycling action plan</p> <p>Electric vehicles and car sharing schemes are important to achieving the change desired by outcome 2. They are part of the range of sustainable travel options provided to Haringey residents. Evidence suggests these modes have an effect on car ownership which means less cars on the road. The effect of this is creating a safer environment for cycling and walking. They also contribute to lower emissions which improves air quality and creates a healthier environment for cycling and walking.</p>

			<p>or linked to enabling lower parking provision for private cars.</p> <ul style="list-style-type: none"> • Outcome 3 – Strongly support • Outcome 4 – strongly support but more could be added on speed enforcement 	
11	Catherine Levin	Highgate School Parent	<ul style="list-style-type: none"> • The aims in your plan are laudable and I fully support the use of public transport and in particular your strategic aim for healthy streets and healthy people. Unfortunately, one of the ways in which this strategic aim is not met is by the continued use by parents of cars to ferry their children to school. • The 603 bus schedule should be changed allow it to operate during the school run will significantly contribute to your goals. As you know, there is considerable school run congestion around Spaniards Inn and Highgate Roundabout just by the senior school. Further, it will promote social mobility by giving a broader range of students access to Highgate. • The consequence of this is that children walk up from Hampstead to Whitestone Pond to get the 210 bus from Golders Green to Finsbury Park, which passes through Highgate. The 210 is often full at this point and drives straight past. When it does stop, it is so full that the children are cramped and travel in a very unpleasant cattle truck environment. For the younger children this is particularly stressful. 	The Council will work will TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
12	Mr T Edwards	Resident	<ul style="list-style-type: none"> • Support the priority enabling everybody to 	

			<p>choose walking and cycling for the majority of their journeys</p> <ul style="list-style-type: none"> • Outcome 2 - sounds like an encouraging statement, but there are no details in the strategy about how you will achieve this. The strategy fall short on promising to build dedicated infrastructure to support the aims. It is not enough to simply 'promote' active travel. • Outcome 4 - fully support the aim to minimise the use of the back streets as rat runs but how will this be achieved? 	
13	Ms C Osborn	LB Waltham Forest – Senior Transport Planner	<ul style="list-style-type: none"> • Generally supportive of Haringey's overarching vision particularly regarding the focus on more walking and cycling, and a high quality public transport network. • Outcome 1 - supported and we are keen to continue working together to secure an improved public transport network • Outcome 2 - welcomed particularly due to Waltham Forest's recent Mini-Hollands programme and we would welcome cross-boundary working to ensure a robust and comprehensive cycle network that links the two boroughs. Waltham Forest would like to be given an opportunity to comment on Haringey's Walking and Cycling Plan when it is available. • Outcome 3 - It is felt that outcome 3 could be supported by more concrete priorities such as through exploring bike hire opportunities in collaboration with nearby boroughs, and expanding the car club offer. 	The Council welcome the support from our neighbours and look forward to working together to achieve our joint aims.

			<ul style="list-style-type: none"> • Outcome 4 is supported although there is little description yet of how Haringey would manage the conflicts associated, such as 'enhancing' the road network whilst also improving conditions for cyclists and discouraging driving. Waltham Forest would not support any solutions that involved increasing road capacity and potentially unlocking induced demand on the highway network, as this would be likely to have a knock-on effect and result in an increase in the number of vehicles in Waltham Forest 	
14	Ms J Teh	Resident	<ul style="list-style-type: none"> • I would like Haringey Council to strongly consider the possibility of adding additional 603 bus during school peak times in the morning and afternoons. • The 210 buses are overcrowded almost all the time now and school children are often having to wait for one or two buses to go by before they can get on both to and from school. This is a serious safety issue as not only are the school children crowding onto buses that are over crowded and also getting in by the back door and pushing their way on to the bus in any way possible. 	The Council will work will TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
15	Ms H Ridgwell	Highgate School Parent	<ul style="list-style-type: none"> • Writing to request improvements for the 210 bus service from Brent Cross to Finsbury Park Station via Highgate Village. 	The Council will work will TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
16	Ms T Luthra	Highgate School Parent	<ul style="list-style-type: none"> • Since you are trying to reduce traffic and congestion along Hampstead Lane / Spaniards, it would really help to have improved bus service on the 603. 	The Council will work will TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.

17	Mr P Rothwell	Resident and School Governor	<ul style="list-style-type: none"> • Supports the transport strategy • Strategy should address the challenges of pupils in Tottenham travelling from Waltham Cross – long travel times over a short distance • Strategy should address the obstacles to pedestrians to reach schools with all the development going on in Tottenham. Particularly around Northumberland park, high road and White Hart Lane. • Strategy should address the 603 bus operating times to allow school children to use the bus. 	<p>The Council welcomes the support.</p> <p>The walking and cycling action plan will look at how we can improve the environment for pedestrians across the borough, including in Tottenham.</p> <p>The Council will work will TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.</p>
18	R Heath	Highgate School Parent	<ul style="list-style-type: none"> • The frequency of the 603 bus should be increased to accommodate school times to encourage parents to not use their cars to drop off and pick up their kids. 	<p>The Council will work will TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.</p>
19	A Montoya	Highgate School parent	<ul style="list-style-type: none"> • The frequency of the 603 bus should be increased to accommodate school times to encourage parents to not use their cars to drop off and pick up their kids. 	<p>The Council will work will TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.</p>
20	E Graham	Highgate School Parent	<ul style="list-style-type: none"> • The frequency of the 603 bus should be increased to accommodate school times to encourage parents to not use their cars to drop off and pick up their kids. 	<p>The Council will work will TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.</p>
21	T Craig	Highgate School Parent	<ul style="list-style-type: none"> • The frequency of the 603 bus should be increased to accommodate school times to encourage parents to not use their cars to drop off and pick up their kids. 	<p>The Council will work will TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.</p>
22	K Colin	Highgate School Parent	<ul style="list-style-type: none"> • The frequency of the 603 bus should be increased to accommodate school times to encourage parents to not use their cars to 	<p>The Council will work will TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.</p>

			drop off and pick up their kids.	
23	S Roome	Resident	<ul style="list-style-type: none"> Pleased with the majority of the strategy but could be more specific in terms of additional cycle routes, introduce a campaign to reduce short car journeys, encouraging electric vehicles with support networks of charging points and increased bus services 	The Council welcome the support
24	C Lor	Highgate School parent	<ul style="list-style-type: none"> The 210 buses should be more frequent at school hours to avoid parents having to drive 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
25	M Salter	Highgate School parent	<ul style="list-style-type: none"> The 210 buses should be more frequent at school hours to avoid parents having to drive and the frequency of the 603 bus should be increased to accommodate school times to encourage parents to not use their cars to drop off and pick up their kids. 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
26	A Perotti	Highgate School Parent	<ul style="list-style-type: none"> The frequency of the 603 bus should be increased to accommodate school times to encourage parents to not use their cars to drop off and pick up their kids. 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
27	H Zucchi	Highgate School Parent	<ul style="list-style-type: none"> The 210 buses should be more frequent at school hours to avoid parents having to drive and the frequency of the 603 bus should be increased to accommodate school times to encourage parents to not use their cars to drop off and pick up their kids. 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
28	C Longton	Highgate School Parent	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the

			kids to and from school	210 bus.
29	F Mian	Highgate School Parent	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive kids to and from school 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
30	J Bouvier	Highgate School Parent	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive kids to and from school 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
31	C Greenway	Highgate School Parent	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive kids to and from school 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
32	Mr Quentin Given	Co-ordinator Tottenham and Wood Green Friends of the Earth	<ul style="list-style-type: none"> Welcome the aims of the strategy, however concerned with the lack of targets and a concrete vision. Outcome 1 – should not be a priority to increase road capacity for private vehicles Outcome 2 – should include a target to reduce the number of car journeys, a list of key cycling routes, and an ambition to increase the proportion of journeys made by foot by 2020 Outcome 3 – should include comment on the phasing out of diesel vehicles by 2020 and contractor fleets by 2022 and a commitment to ensuring electric charging points in all new developments with parking spaces, electric car clubs in all new development of 20 or more homes and electric charging in all council car parks and in 10% of streets by 2025 Outcome 4 – should include a priority to 	<p>The Council welcome the support. The target will be contained in the action plans.</p> <p>It is not the intention of the strategy to prioritise increasing road capacity for private vehicles.</p>

			walking and cycling in maintaining the road network	
33	V Barnecutt	Highgate School Parent	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive kids to and from school 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
34	J Moores	Highgate School Pupil	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive kids to and from school 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
35	P Moores	Highgate School Parent	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive kids to and from school 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
36	L Moores	Highgate School Pupil	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive kids to and from school 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
37	J Twentyman	Highgate School Parent	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive kids to and from school 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
38	C Lithgow-Bertelloni	Highgate School Parent	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive kids to and from school 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
39	R Moores	Highgate School Parent	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive kids to and from school 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
40	D Green	Highgate School	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation 	The Council will work with TFL to identify any opportunities to extend the 603 bus

		Parent	extended to avoid parents having to drive kids to and from school	operating hours and the frequency of the 210 bus.
41	I Beal	Highgate School Parent	<ul style="list-style-type: none"> The 210 and 603 buses should be more frequent and the hours of operation extended to avoid parents having to drive kids to and from school 	The Council will work with TFL to identify any opportunities to extend the 603 bus operating hours and the frequency of the 210 bus.
42	Ms Meagen Smith	Resident	<ul style="list-style-type: none"> Vision – Consider difficulty of the frequency of hills Outcome 1 – should make mention of these specific points. Ensure all train and overground engineering works are completed on time and to specification, locate bus stops closer to train stations, mandate that bus services through the area do not terminate early within 4 or more stops from the end of the route Outcome 2 – should include extension of Santander cycle scheme, secure bike huts on streets, dedicated motorcycle bays and reward residents for not having a car Outcome 4 – should include a commitment to keep track of projects, ensure projects don't conflict and remove traffic obstructions. 	<p>The Council is exploring opportunities for a bike hire scheme in the borough.</p> <p>The Council will continue to work with TfL to ensure engineering works are on time and to specification and to minimise early bus terminations without appropriate cause and the availability of another service.</p>
43	C Harrington	Resident	<ul style="list-style-type: none"> The issues with cycling that the Haringey strategy should tackle include - amount of traffic and under-occupied cars, potholes, pedestrians crossing the road without looking, road rage from motorists, scary junctions and half hearted attempts at putting in provision for cyclists. 	Noted. Will be explored in the walking and cycling action plan.
44	Peter Corley	Tree Trust for Haringey	<ul style="list-style-type: none"> Strategy seems OK but seems a wish list with no actual targets 	The Council welcomes the support. Targets will be set in the action plans.

45	Bob Pennyfather	Commercial Planning Manager - Arriva London	<ul style="list-style-type: none"> • Welcome the commitment to support improved transport facilities and better bus services. • Points which need to be resolved to deliver the improvements include – increased bus garage capacity, increased bus stand capacity, improved journey times, and the need to convert garages to electric bus operations 	<p>The Council welcomes the support/</p> <p>The Council will work with Arriva to understand the future needs of the bus operation and to discuss how these might be met.</p>
46	Martin McDonnell	Resident	<ul style="list-style-type: none"> • The need for a segregated cycle lane along Green Lanes. The main concern for cyclist is safety. 	Noted and will be explored in the walking and cycling strategy
47	Francis Hanly	Resident	<ul style="list-style-type: none"> • Haringey should consider its own congestion charge • Haringey’s cycling infrastructure should be improved like its neighbours – Whiteman Road/Turnpike Lane junction is a prime example • Need to close rat runs not just width restrictions which are ineffective – note Watsons/Ringslade Road 	<p>A local congestion charge is not considered for this strategy.</p> <p>The direction of the strategy aims to improve cycling infrastructure across the borough.</p> <p>The Council will monitor its priority for minimising rat runs.</p>
48	Denis Till	Resident	<ul style="list-style-type: none"> • Include something on minimising the conflict between cyclists and bus users. There are at least two bus stops in Haringey with cycle lanes running straight through the bus stops. • Include a commitment to prevents slipping through cracks on the pavement 	<p>An additional priority has been added to outcome 1 to take account of the suggestion.</p> <p>Pavement cracks are considered as part of the wider priority – of making Haringey one of the most pedestrian friendly boroughs in London.</p>
49	Tom McGovern	Co Founder – Urbo Solutions (Dock less	<ul style="list-style-type: none"> • Outcome 1 – supports the outcome but consideration should be given to the role of Dockless bikes in Haringey, ensuring new bus routes are designed with the safety of 	<p>The Council welcomes the support. Support for bike hire schemes in Haringey has been added to outcome 3 and is supported by the priorities in Outcome 2.</p>

		Bike Provider)	<p>all road users, and supporting accessibility for all to the whole transport system</p> <ul style="list-style-type: none"> • Outcome 2 – fully support and hope cycle hire is considered as one of the many options. Cycle parking should be prioritised. • Outcome 3 – Support the move toward zero emissions travel and consideration should be given to the role of dock less hire in supporting this move. • Outcome 4 – support the outcome - Well-built roads will create a safe cycle friendly environment. • Overall the plans for walking and cycling look impressive and seem that they will support the changes in travel behaviour as outlined in the strategy. 	
50	Michael Poteliakhoff	Haringey Cycling Campaign	<ul style="list-style-type: none"> • Welcome the change in direction planned for Haringey and look forward to working with the Council on this. • The overriding focus of the Cycling and Walking Action Plan needs to be delivery of a dense cycle network that is entirely separated from fast or heavy traffic flows, complemented with the creation of low, or no-traffic neighbourhoods. • The challenge over the coming years is to make complete routes that offer a consistent standard from end-to-end. • The strategy should ‘enable’ not ‘encourage’ more active travel choices. <p>See Appendix B for the Council’s response to detailed the comments.</p>	The Council welcomes the support and we look forward to continuing our engagement with the HCC.

