

| Appendix B - Haringey's response to HCC's detailed comments |  |  |  |  |
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| Page  | Text   | Comment  | Suggested amendment  | Council's Response   |
| 3   | more connected and accessible transport system that makes Haringey an attractive place to do business  | Businesses overwhelmingly see the advantages of a workforce who can travel safely by bike, and have supported delivery of separated cycleways in London via the Cycling Works London campaign. Liveability is a key concern of large employers, and that means attractive street environments that prioritise walking and cycling. |  | Agreed.  |
| 3   | Improving the health and well being of our residents and enabling them to lead healthy, long and fulfilling lives, through encouraging more active travel choices            | Enable, not encourage. Encouragement only works for the very low hanging fruit. Cycling is enabled by the provision of a safe, direct cycling network going places that people want to go, connecting low-traffic areas where people live.   | ... and allowing them to lead healthy, long and fulfilling lives, by enabling more active travel choices   | Suggested change has been made to the Strategy   |
| 3   | Taking advantage of growth, and reducing inequality, through a transport system that connects residents to jobs and opportunities across the borough and in the wider region | Without mode shift away from space-inefficient cars, growth will worsen congestion and reduce Haringey's competitiveness.  |  | Agreed.  |
| 3   | Managing the impact of growth, reducing carbon emissions across the borough, through promoting greener travel options  | What does this mean? 'Promoting' cycling doesn't work. What is a 'greener travel option'? Electric cars aren't 'green'.  | Managing the the impact of growth, reducing carbon emissions across the borough, through prioritising walking, cycling and public transport      | The Strategy has been changed as follows: ....'Managing the the impact of growth, reducing carbon emissions across the borough, through prioritising sustainable travel options' |
| 3   | A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions  | Does this mean increasing the amount of public transport on offer, or making it work more efficiently e.g. by being less stuck in traffic jams with private cars? Capacity would increase by enabling more journeys by bike.   |  | This reference is to the amount of public transport and efficient. The following change has been made to make this clearer: ....'has greater and more efficient capacity and..'  |
| 3   | Active travel, the easier choice, with more people choosing to travel by walking or cycling  | Easier compared to what? To other transport options? Easier than it is now?  |  | This is referring to overcoming the changes associated with people not cycle and walking. 'Easier' has been replace with 'default'   |
| 3   | An improved air quality and a reduction in carbon emissions from transport   | This won't be achieved by a like-for-like replacement of cars with electric cars, which emit 3/4 of the particulate pollution of internal combustion engine cars.  |  | Noted. Electric cars are part of a package of solution to get the step change in travel behaviour towards sustainable modes  |
| 3   | This Strategy provides the overarching high level statement of our ambitions for transport and highlights our key commitments over the next 10 years. The                    | The ambition is not clear. Needs measurable targets.   | This Strategy provides the overarching high level statement of our ambitions for transport and highlights our key targets over the next 10 years | Targets will be a key part of the action plans. This is a vision statement and strategic document.   |
| 3   | Sustainable Transport and Travel Action Plan; and  | Why/how is sustainable transport different from walking and cycling?   |  | The title and scope of the third action plan is yet to be agree and will evolve from the gaps left by the cycling and walking strategy and parking strategy                      |
| 4   | reducing traffic, encouraging walking and cycling in "Healthy Streets" and by introducing more Quietways and Cycle Superhighway  | The Mayor's draft transport strategy doesn't contain a single reference to Quietways or Superhighways  | Superhighways (typo)   | Changed.   |
| 4   | Using transport infrastructure as a catalyst for growth such as allowing higher density development near stations and in town centres.                                       | Mayor's draft London Plan specifically calls for car-free development in areas of high public transport accessibility - like the whole of Haringey.  | ....such as allowing higher density car-free development near stations....   | This is dealt with by the Local Plan adopted in August 2017.   |

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| 4 | Improvements to the <b>reliability of the existing road capacity</b> .  | TfL's recent Understanding and Managing Congestion report, suggests road capacity is increased on roads where space is allocated away from cars to cycling.  |  | Noted.  |
| 4 | <b>Healthy Streets and healthy people</b> - Creating streets and street networks that <b>encourage walking, cycling</b> and public transport use will reduce car dependency and the health problems it creates.   | The MTS specifically refers to ENABLING active travel by providing well-designed space for walking and cycling. It also specifies that the rate of mode shift away from cars is dependent on planning streets for cycling. | ...networks that enable and encourage walking, cycling and public transport use...   | Direct quote from the MTS   |
| 4 | <b>A good public transport experience</b> - Public transport is the most efficient way for people to travel over distances that are too long to walk <b>or cycle</b> , and a shift from private car to public transport   | There is no journey in this borough that is too far to cycle.  |  | Direct quote from the MTS   |
| 5 | <b>d) Local Context</b><br>Haringey has <b>good radial transport links</b> into central London by road, underground and rail. Orbital (east-  | Haringey has poor to non-existent radial cycling links.  | ...by road, underground and rail, but lacks high quality radial cycling links  |   |
| 6 | <b>The Haringey Challenge:</b>  | Needs to recognise in this section that the complete lack of a coherent cycle network presents a huge challenge if the aim is truly for a mode shift to bikes.   | Whole new paragraph.   | new paragraph added under 'parking pressures', titled 'Cycle network'   |
| 6 | <b>Capacity and connectivity</b> – despite <b>excellent transport links</b> , at peak times the tube, rail and  | Not for cycling, meaning needs clarification, eg by adding "public" to transport links   | ...despite excellent public transport links,...  | Changed   |
| 6 | <b>Parking pressures</b> – the reliance on car use to access employment or services, and the growth of households with multiple cars, is having a significant impact on urban and residential amenity. <b>There is also the perception that high levels of customer parking are needed if town centres are to attract shoppers.</b> | There is plenty of data collected in Haringey to disprove this perception, and lots of evidence that more walking/cycling is good for shops  | Add- ... ,but recent evidence has shown that increased walking and cycling can benefit local shops   | Agreed. This will be challenged and explored in the cycling and walking strategy.   |
| 7 | <b>Haringey has a reputation for being a walking and cycling borough both regionally and nationally</b>   | What does this mean? Reputation for cycling is currently very poor.  | Haringey has a reputation for the greatest shift towards walking and cycling, both regionally and nationally, supported by walking and cycling being prioritised in all new transport infrastructure | Current wording supports the aims of the strategy   |
| 7 | <b>That more journeys will be taken by walking and cycling than by using a car</b>  | This is already the case in Haringey according to TfL's latest Travel in London report.  | That more than 50% of journeys will be taken by walking and cycling  | Agreed. Amended to read ...'more journeys will be taken by walking and cycling' Target will be set in the Action Plans              |
| 7 | To have a <b>high quality accessible</b> and wheelchair friendly public transport network meeting the needs of Haringey residents, visitors and businesses.   | Also need an accessible cycle network (useable by people with mobility problems)   | Amend or add paragraph.  | This is to specifically address concerns of public transport. Your point is considered to be addressed by the amendment made above. |
| 7 | <b>Outcome 2</b> - Active travel the <b>easier choice</b> , with <b>more people choosing</b> to travel by walking or cycling  | What does this mean and how many more?   | Active travel the easier choice, with a reduction in car use and without fear from fast moving traffic   | Amended as above.   |
| 7 | <b>Greater capacity is needed on the public transport network</b> to help us to deliver our regeneration plans for the Borough.   | Increase capacity by getting cars out of the way of more efficient transport like buses and cycles. Reduce demand for public transport to free up more capacity by enabling cycling for shorter journeys in particular.    | Greater capacity is needed on the public transport and cycling networks, to help us deliver our regeneration plans for the Borough   | This is considered to specifically address the needs of the public transport network in Outcome 1                                   |

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| 8 | <p><b>Key facts</b></p> <p>The public transport network is already under strain in peak periods. Both the Victoria and Piccadilly lines are very crowded from <b>Finsbury Park towards central London</b>. The Barking Gospel Oak line suffers from significant crowding. Similarly there is standing room only on national rail lines towards Tottenham Hale and Seven Sisters.</p> | There is no safe cycle route. This would relieve congestion from the tube.  | Add to Key facts- The existing cycling network is deficient both in extent and quality.  | Agree. This will be explored in the Walking and Cycling action plan.   |
| 8 | <p>→ To increase connectivity, <b>capacity</b> and accessibility on our road and public transport networks to support our regeneration and growth ambitions for businesses, housing and jobs</p>   | Space is finite, so capacity can be increased by prioritising space efficient transport over private cars.  | To increase connectivity, capacity and accessibility on our road, cycling and public transport networks.....   | changed  |
| 9 | <p>By <b>promoting</b> these more sustainable modes of travel it can contribute to reducing the need to use motor vehicles. Although <b>many road based journeys are not feasible on foot or by cycle</b>, there is enormous scope for more cycling and walking in the borough.</p>  | Promotion doesn't work without safe roads for cycling. Which journeys? the draft MTS says 2/3rds of current car trips could be cycled.  | By enabling these more sustainable modes of travel it can contribute to reducing the need to use motor vehicles. The Mayor's Transport Strategy notes that 66% of current car trips could be cycled. In Haringey we estimate this at just under 40%. | changed as follows...'By enabling these more sustainable modes of travel it can contribute to reducing the need to use motor vehicles. Although 'some'....                   |
| 9 | <p><b>The availability of parking and providing an alternative means of using private cars can support more walking and cycling.</b></p>   | Not understood as presently drafted.  | A greater use of car clubs can reduce the demand for on street parking and give more space for cycling and walking.  | changed as follows...'Limiting the availability of parking and the greater use of car sharing/clubs can support more walking and cycling'                                    |
| 9 | <p>→ <b>making Haringey one of the most cycling and pedestrian friendly boroughs in London</b></p>   | How? Need a clear commitment to reallocate road space to cycles on main roads and reduce traffic on smaller roads in order to make this happen  | Making Haringey one of the most cycling and pedestrian friendly boroughs in London, by prioritising this in all new road infrastructure, reallocating space to cycles on main roads and reducing traffic on local roads                              | The walking and cycling action plan will explore the reallocation of road space.   |
| 9 | <p>→ <b>promoting</b> active travel</p> <p>→ <b>increasing the use of electric vehicles and car sharing schemes</b></p> <p>→ reducing overall <b>vehicle</b> movements</p>   | Enabling, not promoting. Car use is never more healthy, but electric cars can of course give some reduction in pollution. "vehicle movement" should read " <b>motor</b> vehicle movement"   | enabling active travel<br>Add to 2nd bullet- ...to reduce air pollution and car use reducing overall motor vehicle movements   | Agree to enabling and added 'motor'. The second bullet point is an overall aim of the strategy and does not need a specific mention.   |
| 9 | <p><b>It is widely recognised that CO2 emissions contribute to global warming and climate change. Global warming is expected to lead to flash floods from heavy downpours.</b></p>   | It would be good to add some local context  |  | Noted. Will be dealt with in the action plans.   |
| 9 | <p>Road transport is a major source of nitrogen dioxide [NO2] and <b>PM 10 emissions, 50% of NO2 and 50% of PM10 emissions are from road transport</b> 10% of NO2 emissions alone are from TfL buses. Diesel cars are responsible for 12% of NO2 emissions.</p>  | Suggest add PM 2.5 and some local context taken from LBH recent report  |  | Noted. Will be dealt with in the action plans.   |
| 9 | <p>To support the use of <b>electric/hybrid vehicles</b></p>   | These vehicles emit 3/4 of the particulate pollution of petrol cars. They will have a marginal, at best, impact on air quality. Reduction in carbon emissions will depend on the method of electricity generation used to power them and the considerable amount of embedded carbon in the vehicle manufacturing process. | To support the use of dockless bike hire, e- bikes, car clubs and electric cars, as technologies which can, to varying degrees help reduce air pollution and carbon emissions  | Noted. These are part of the wider package of measure which together will help achieve the vision of the strategy. Added ... 'bike hire schemes, car clubs and car sharing'. |

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| 9 | Traffic speeds are sometimes too fast in our residential and local shopping streets. This can stop more people walking and cycling and can increase the number and severity of accidents. Research shows that there will be fewer accidents, and they will be less severe, if traffic is moving at 20mph rather than 30mph or faster. Many residential areas in the Borough suffer from freight vehicles rat running along unsuitable roads, causing noise and pollution for residents. | Excessive speeds and volumes of traffic is the major deterrent to cycling. Separation is required through dedicated lanes of routes through low traffic neighbourhoods. 20mph limits are not enough. Why just freight? Suggest change to "freight and other vehicles..." | Traffic is sometimes too fast or congested in our residential and shopping streets..... or faster. In many instances traffic reduction measures and separated cycle lanes will be needed. ....freight and other vehicles... | noted. No change necessary   |
| 9 | → Although the overall volume of vehicle traffic on major roads decreased by 16% between 2000 and 2014 there are delays at key junctions particularly in the Tottenham and Wood Green areas   | How much of that 16% spare capacity has been reallocated to walking and cycling?   |   | This will be explored in the walking and cycling strategy.   |
| 9 | <b>Priorities</b>   | Suggest add bullet point- To enable walking and cycling as the 1st choice for local travel.  | To enable walking and cycling as the 1st choice for local travel.   | Dealt with under priority 2 in outcome 2   |
| 9 | <b>Priorities</b>   | Suggest add bullet point- To take account of the needs of mobility impaired users of all transport modes.  | To take account of the needs of mobility impaired users of all transport modes.   | added to priority 2 in outcome 2   |
| 9 | → To minimise the use of our back streets as 'rat runs'.  | why not eliminate? Minimise is very wooly language, rat running is never acceptable.   | To eliminate.....   | This will be monitored in the walking and cycling strategy with a view of amending if the outcomes are not being met |
|   | → To reduce the speed of road traffic in residential areas and shopping streets   | How? Traffic calming measures do not work. Police are unwilling to enforce. Traffic should be removed from residential areas, other streets can be camera enforced with average speed cameras, as Hackney have recently trialled.  |   | noted. We will continue to work with the police to ensure appropriate enforcement.                                   |