

| Response Number | Respondent                 | Theme   | Summary of response   | Council response  |
|-----------------|----------------------------|---------|---|---|
| 001             | Transport for London (TfL) | summary | <ul style="list-style-type: none"> <li>• The boroughs overall aspiration to increase active travel and improve public transport offerings across the borough is welcomed.</li> <li>• The LIP needs to outline how it will deliver improvements for cycling across the borough, including the delivery of a strategic cycle network.</li> <li>• The LIP needs to demonstrate a clear commitment to delivering Vision Zero. This is currently not clearly referenced in the LIP.</li> <li>• The LIP needs to demonstrate more clearly how the borough will seek to reduce traffic and car use, particularly in those areas with higher levels of car ownership.</li> <li>• The LIP needs to include more detail under the narrative for Outcome 7 on buses in the borough.</li> </ul> | <p>The Council welcomes the support from TfL on our aspirations.</p> <p>The responses are welcomed, and the LIP has been amended including the inclusion of a longer-term project commitment to adopt an action plan dealing specifically with accident reduction and road safety. This will identify how the Council will implement the Mayor of London's Vision Zero aspirations.</p> <p>The Council's approach to delivering improvements for cycling require more investigation and exploration. The Council propose to do this through a new cycling and walking action plan which will be publicly consulted on this summer. This will demonstrate how the Council is meeting the Mayor of London's aspirations set out in his Transport Strategy (MTS).</p> <p>Additional narrative has been added to Outcome 7.</p> |
| 001             | Transport for London (TfL) | General | <ul style="list-style-type: none"> <li>• The overall intentions of the LIP are welcomed, in particular the commitment to making active travel the preferred first choice for getting around the borough.</li> <li>• The borough needs to make reference to other Mayoral</li> </ul>   | <p>The Council welcomes the support from TfL.</p> <p>The LIP refers to a range of Mayoral Strategies on pages 58-61. However, further references have be made throughout the LIP to highlight the impacts and influences o Mayoral Strategies on this LIP.</p>  |

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|     |                            |                                  | strategies that have had an impact or may influence elements of the LIP The needs to be included in the first section of the LIP.   |  |
| 001 | Transport for London (TfL) | Objective setting – mode share   | <ul style="list-style-type: none"> <li>• Borough Objective 4 needs to be strengthened to demonstrate a more explicit commitment to delivering Vision Zero.</li> <li>• Borough objective 4 would benefit from greater clarity in its wording regarding the road network, and this would benefit from a greater demonstration to reduce traffic levels and car ownership across the borough, an aim which is stated elsewhere in the LIP.</li> </ul>  | Comments welcomed and the objective has been strengthened.   |
| 001 | Transport for London (TfL) | Objective setting – MTS outcomes | <ul style="list-style-type: none"> <li>• For Outcome 1: The LIP needs to outline the borough’s plans for improving cycling across the borough and how this will support the development of a strategic cycle network for the borough.</li> <li>• For Outcome 2: The LIP currently does not sufficiently outline how the borough will achieve Vision Zero or whether it is supported by the borough.</li> <li>• For Outcome 3: The narrative needs to be strengthened to demonstrate how the borough will seek to reduce traffic and levels of car ownership, particularly in the west of the borough which has</li> </ul> | Comments welcomed and the objectives have been strengthened. |

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|     |                            |                 | <p>been identified as having the highest levels of car ownership.</p> <ul style="list-style-type: none"> <li>• For Outcome 4: The narrative for this Outcome could be strengthened to demonstrate the borough's aims for improving air quality.</li> <li>• For Outcome 6: The narrative around this Outcome could be expanded to discuss possible public transport solutions or aspirations to improve connectivity in the west of the borough, although it is acknowledged that the options for new transport links here are limited.</li> <li>• For Outcome 7: The narrative needs to be expanded to include greater discussion on buses and bus priority in the borough.</li> </ul> |  |
| 001 | Transport for London (TfL) | Borough targets | <ul style="list-style-type: none"> <li>• For Outcome 1b a 2021 target of 20% has been set as opposed to the suggested trajectory of 25%</li> <li>• We have issued a revised set of borough trajectories for Outcome 2 and Vision Zero and need boroughs to update their targets to reflect these new trajectories in their final LIP for 2022 and 2030 (2041 is unchanged at 0).</li> </ul>  | <p>The LIP target for outcome 1b has always been 25% rather than 20%. References have been changed.</p> <p>The Vision Zero trajectories have been amended in the LIP. The aspiration for 0 by 2041 remains a borough commitment.</p> |

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| 001 | Transport for London (TfL) | Delivery Plan – Longer term | <ul style="list-style-type: none"> <li>Many of the schemes in the longer-term section of the delivery plan are marked as TBC. This would benefit from greater clarity to make it easier to determine over what period some of these schemes may be delivered.</li> </ul>  | Where possible figures have been included. However, it is not possible to know the time frames for some of the schemes.   |
| 001 | Transport for London (TfL) | Delivery Plan – 3 years     | <ul style="list-style-type: none"> <li>The scheme categories supporting the Council's and Mayoral targets under the three-year delivery programme have spend allocated for the programme, however, they do not include any timescales for their delivery.</li> <li>It is noted that the borough proposes to carry out a complementary review of bus services in Haringey. We would be happy to work jointly with LB Haringey on any bus review but it would be TfL that takes the lead.</li> <li>In the table for the three year programme it is noted that £200k has been allocated against Principal Road Maintenance funding for 19/20. It should be noted that no funds have yet been allocated for 19/20.</li> </ul> | <p>Comments noted on the programme and amendments have been made.</p> <p>The Council have begun discussions with TfL on the bus review and we welcome the further commitment to working with us on this.</p> <p>The £200K from 19/20 for PRM has subsequently been removed. However, the Council reiterates the need for the PRM fund to be reintroduced which should include a fund to cover the backlog of works resulting from the funds suspension.</p> |
| 001 | Transport for London (TfL) | Delivery Plan – general     | <ul style="list-style-type: none"> <li>Greater detail is needed on the schemes included in the delivery plan section of the LIP.</li> </ul>   | Noted. Where possible detail has been added. However, for some of the schemes, until the funds are allocated, the exact measures are not known.   |

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| 002 | Haringey Living Streets | Enabling Active Travel – Not Encouraging/Promoting It | <ul style="list-style-type: none"> <li>• We strongly support and welcome the council's ambition in the LIP to make Haringey's streets healthy and to build a reputation for being a walking and cycling borough</li> <li>• We agree that active travel through walking and cycling will improve the wellbeing of our residents, reduce obesity, and improve air quality. We appreciate the commitment to work with walking groups such as Living Streets to improve walking facilities</li> <li>• Evidence shows that 'promoting' or 'encouraging' cycling will not increase cycling figures.</li> <li>• we must talk about 'enabling' walking and cycling through meaningful infrastructure, not promotion.</li> </ul> | The Council welcomes the support from Living Streets and agree that encouragement on its own will not get more people cycling. The LIP has been amended to make this clearer.   |
| 002 | Haringey Living Streets | Walking and Cycling Targets                           | <ul style="list-style-type: none"> <li>• We support Haringey's target to increase journeys made by public transport, bike and foot to 88%, however, can the LIP please clearly state what percentage rise it wants to see in journeys by bike and walking by 2021 and 2041, so that the targets for these transport modes are clear</li> </ul>  | The Council welcomes the support. Targets specifically for walking and cycling will be set out in the Council's forthcoming cycling and walking action plan. The target is expressed this way in the LIP to reflect the targets set by the Mayor of London in his transport strategy. |
| 002 | Haringey Living Streets | Walking commitments                                   | <ul style="list-style-type: none"> <li>• We strongly support the sections on page 31 which cover making better drop crossings, prioritising</li> </ul>  | The Council welcomes the support. A priority for 'improving footpaths and   |

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|     |                         |             | <p>pedestrian movements over vehicles at footway crossings and side entry treatments</p> <ul style="list-style-type: none"> <li>• We would like to see these commitments outlined more clearly throughout the document (e.g. as priorities on page 25).</li> <li>• surprising how little the improvement of footpaths or pavements are referred to in the document</li> </ul>  | <p>pavements' has been added to objective 2 on page 24.</p>   |
| 002 | Haringey Living Streets | Vision Zero | <ul style="list-style-type: none"> <li>• We would suggest that Haringey's response to the mayor's Vision Zero Action Plan could be strengthened (page 61).</li> <li>• We think more work should be done to look at road danger reduction and our Vision Zero approach – focused on vulnerable groups</li> <li>• We also need commitments in this LIP to work with local policing teams to: <ol style="list-style-type: none"> <li>1. Enforce the 20mph limits</li> <li>2. Address intimidating driving</li> <li>3. Emphasis should be also placed on the hazards posed by HGVs to pedestrians.</li> </ol> </li> <li>• Policies around Vision Zero should include the following: a) a recognition of the impact that Low Traffic Neighbourhoods can have on casualties as a way of</li> </ul> | <p>Haringey is committed to delivering the Mayor's Vision Zero ambitions and targets. Measures to achieve this are set out throughout LIP document. To strengthen this commitment, the LIP has been amended and references have been added to the detailed explanation on Page 34 on how the LIP will achieve Outcome 2 of the Mayor's Transport Strategy.</p> <p>The Council will be carrying out a Haringey Road Safety/Vision Zero Action Plan to detail how the Council will reduce accidents and road danger to make Haringey's roads safe and secure. The scope and content of this plan will be determined in the coming months.</p> |

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|     |                         |                   | <p>reducing road danger at source and b) in relation to Safe Vehicles, a greater list of actions to increase compliance with (lower) speed limits including incorporating new technology and mandatory intelligent Speed Adaptation (ISA).</p>   |   |
| 002 | Haringey Living Streets | Road reallocation | <ul style="list-style-type: none"> <li>• LIP should be more direct in the need to reclaim neighbourhoods from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London</li> <li>• need to commit to reducing the amount of parking for motor vehicles in the LIP</li> <li>• need to be explicit in the need to reduce traffic flows to improve air quality, reduce traffic casualties</li> <li>• need to be explicit that the council will take a lead on reallocating road space from motorised to sustainable active modes</li> <li>• We would like a more direct commitment to creating liveable neighbourhoods by ending motor traffic on residential streets</li> <li>• On page 25, you state 'Managing parking demand' as a delivery priority under the objective for more people choosing to travel by walking and cycling. Can you be</li> </ul> | <p>The Council is committed to reallocating road space and creating liveable neighbourhoods to achieve the aims of the Council's adopted transport strategy, including the need to make roads safer for vulnerable road users. This commitment is a fundamental guiding principle of the Crouch End Liveable Neighbourhood project.</p> <p>The LIP makes clear our priority to manage parking demand and parking provision. This priority encompasses a range of tools for reducing parking, including removing parking, reorganising existing parking arrangements and increasing cycle parking opportunities. Clarification has been added to the text on page 24 – Objective 2 – to make this clearer.</p> |

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|     |                         |                       | <p>clear how this will get more people walking, cycling and using public transport? Do you mean reducing the space for car parking or providing bike parking? If so – please state this clearly.</p>   |  |
| 002 | Haringey Living Streets | LIP objectives        | <ul style="list-style-type: none"> <li>• On page 25 need to include an explicit commitment to low traffic neighbourhoods, modal filters, widened pedestrian paths, protected cycles lanes, school and play streets</li> <li>• On page 25 you have stated you will get more people walking and cycling by making Haringey a walking and pedestrian ‘friendly’ borough. Please outline what you mean by ‘friendly’ so that it can be measured</li> </ul> | <p>Page 25 is a summary list rather a detailed explanation of projects. The LIP funding will deliver a range of initiatives, including those mentioned.</p> <p>The use of the word ‘Friendly’ implies the borough is proactively planning for a transport system which prioritises the needs of cyclist and walkers.</p> |
| 002 | Haringey Living Streets | Walking Opportunities | <ul style="list-style-type: none"> <li>• More work should be done to widen pavements</li> <li>• Crossings should be improved to reduce the time people have to wait to cross and provide enough time to get across the road</li> <li>• Improve signage for pedestrians</li> <li>• adequate lighting should be provided on these routes through parks so that they can be used by these groups safely.</li> </ul>                                       | <p>Decisions on widening pavements will continue to be made on scheme by scheme basis. Not all areas are suitable to wider pavements.</p> <p>The Council agree with the suggested approached to improve walking opportunities and these are included in the LIP.</p>   |
| 002 | Haringey Living Streets | School Streets        | <ul style="list-style-type: none"> <li>• We would recommend that this pioneering approach to protecting children from the negative effects</li> </ul>  | <p>The Council agree with the need for school streets in the borough. The first school street was successfully implemented on</p>  |



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|     |                         |                                      | <p>of traffic in residential areas is referred to in Haringey's LIP and commitments are made to continue its roll-out in other schools across the borough (there is one mention of school streets in the LIP on page 72 but it is very brief, and needs building on)</p>   | <p>Monday 25 February 2019 at Lordship Lane Primary school. Additional school streets will be rolled out across the borough. This has been made clearer in the report on page 32 under outcome 1.</p>   |
| 002 | Haringey Living Streets | Attractive town centres              | <ul style="list-style-type: none"> <li>• Would the council be open to exploring parklet schemes like Hackney as part of this ambition?</li> </ul>  | <p>The Council is exploring a parklets project and has submitted a funding bid to the GLA under the Mayor's Air Quality Fund to help deliver the parklets. The Council has been working with, and learning from, our neighbours who have launched similar initiatives.</p>  |
| 002 | Haringey Living Streets | Less Traffic/ Reduction in Car Usage | <ul style="list-style-type: none"> <li>• Haringey's LIP includes an objective for a 'well maintained road network – which is less congested' (page 25) – we should be explicit that this doesn't mean that Haringey is trying to make it easier for people to travel around the borough by car?</li> <li>• we would strongly suggest that Haringey looks at making targets for reduction in motor traffic as is required in the MTS.</li> <li>• We also urge more ambitious targets for lowering car ownership</li> <li>• We would also like to see clearer targets and initiatives that target traffic that does not originate in the borough.</li> </ul> | <p>The objective is not meant to imply this and the priorities in the next box make this clearer.</p> <p>Reducing motor traffic will be achieved by meeting the targets set out in the MTS which includes increasing the number of trips made by walking, cycling and public transport.</p> <p>The Council is being ambitious on lower car ownership by making journeys less easy to make by the car, providing sustainable travel alternatives to the car, including car club/car sharing and bikes sharing and improving infrastructure for safer cycling and walking in the borough.</p> |

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|     |                         |                   | <ul style="list-style-type: none"> <li>• We would like to see an objective to reduce car parking.</li> <li>• Alternative uses of parking spaces should be encouraged via the introduction of a parklet scheme and wider roll-out of bike hangars.</li> </ul>  | <p>Objective 2 and its outcome 'managing parking demand' will reduce car parking in the borough.</p> <p>As replied above, the council is seeking alternative funding to help deliver a parklets programme and the bike hangar programme funded through this LIP will result in less parking spaces for cars.</p>   |
| 002 | Haringey Living Streets | Electric Vehicles | <ul style="list-style-type: none"> <li>• We object to the promotion of electric vehicles as part of this plan and believe this is a highly misplaced and damaging focus which will cause considerable damage to the cause of active travel and reducing motor traffic in Haringey.</li> <li>• EV charge points (EVCP) are already taking too much footway space in Haringey, making life difficult for those walking, with sight impairments, pushing buggies and children. Even lamp post charging creates trip hazards for people walking, particularly disabled people and children.</li> <li>• London Living Streets calls for councils and TfL to give priority to EVCP locations in the following order: <ol style="list-style-type: none"> <li>1. Off-street locations for overnight charging, such as car parks,</li> </ol> </li> </ul> | <p>Electric vehicles are important to achieving the change desired by outcome 2 in the LIP. They are part of the range of sustainable travel options provided to Haringey residents. Evidence suggests they contribute to lower emissions which improves air quality and creates a healthier environment for cycling and walking. The effect of this is will be more people cycling and walking.</p> <p>The Council also recognise that a minority of residents will need access to a car for health and other reasons, and these journeys should be made using the electric vehicles.</p> <p>The Council's Low Emission Vehicle Action Plan outlines the approach to the location, siting and design of EVCP which is consistent with Living Streets suggestions.</p> |

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|     |               |  | <p>supermarkets, shopping centres, leisure facilities and ideally for car clubs.</p> <ol style="list-style-type: none"> <li>2. The carriageway</li> <li>3. The footway if a 2 metre clear width remains. Lamp post charging still presents a trip risk to people walking and playing on streets</li> </ol>   |  |
| 003 | Peter Charles | Community Transport                      | <ul style="list-style-type: none"> <li>• the Council should consider developing and expanding community provision (using various sized electric vehicles) to cater for people who for whatever reason rely on cars because they are unable to manage walking, cycling or even public transport. Potentially this could cover hospital drop-offs, including for women in labour. It could possibly be part-funded by a sliding scale of subscription or one-off payment.</li> </ul> | <p>In 2016 the Council took the decision to offer community transport services on a competitive basis in the absence of funding which was previously provided by TfL.</p> <p>Haringey is very committed to working with providers to get the best services and we have been discussing with the provider ways to help which don't rely on financial assistance.</p> <p>In the future, if money becomes available, the council will look at ways to better fund this important community service.</p> |
| 004 | Linda Velloso | The Roundway/Downhills Way/Lordship Lane | <ul style="list-style-type: none"> <li>• I cross this junction daily with my three young children and it is on a school run route. It is dangerous, scary and an accident waiting to happen.</li> </ul>  | <p>The Council has included a bid within this LIP to fund pedestrian safety and accessibility improvements at this junction, should the required approvals for the proposed improvements be granted by TfL.</p>  |

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|     |                |                             | <ul style="list-style-type: none"> <li>The crossing has been under scrutiny for years now by Haringey Council and TFL, with representatives coming to the crossing and being surprised that there is no time for pedestrians to cross - So why is it still not being sorted out?</li> </ul>  | Should the required funding and approvals be secured, the works are likely to commence in the last quarter of the 2019/20 financial year and roll over into the 2020/21 financial year  |
| 005 | Tracey Tindall | Sainsburys on Lordship Lane | <ul style="list-style-type: none"> <li>There needs to be a pedestrian crossing outside Sainsburys on Lordship Lane. I walk there every day to and from school and it is a local death trap.</li> </ul>   | The Council has included a bid within this LIP to fund pedestrian safety and accessibility improvements at this junction, should the required approvals for the proposed improvements be granted by TfL. Should the required funding and approvals be secured, the works are likely to commence in the last quarter of the 2019/20 financial year and roll over into the 2020/21 financial year |
| 006 | CPRE           | General                     | <ul style="list-style-type: none"> <li>We strongly support the central objectives to make travel more sustainable, active and safe</li> <li>LIP should include the following: <ul style="list-style-type: none"> <li>Implement car free and permit free development policy</li> <li>Back street filtering</li> <li>Introducing 'mini holland' schemes and more pedestrianised areas</li> <li>Resident controlled parking zones should be expanded</li> </ul> </li> </ul> | <p>The Council welcomes the support.</p> <p>The LIP contains the list of initiatives.</p>   |

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|     |                        |       | <ul style="list-style-type: none"> <li>• Filtering schemes and parking restrictions around schools</li> <li>• Remove car parking for council employees</li> <li>• Introduce a workplace parking levy</li> <li>• offer the opportunity to residents to use on-street car parking spaces for other purposes, for example a bicycle hangar or a 'parklet'.</li> </ul>   |  |
| 007 | Liberal Democrat Group | Buses | <ul style="list-style-type: none"> <li>• Page 18 - further focus should be given to alleviate capacity pressures placed on buses in Haringey. One such example is the W7 running between Muswell Hill Broadway and Finsbury Park Station, through Crouch End and Stroud Green</li> <li>• If we are to promote a modal shift away from personal car use and towards public transport, then it is critical that we look at all barriers to doing so</li> <li>• The LIP document should reference that the west of the borough features some of the most densely packed buses in the whole of London, and that TFL needs to invest in more buses - running at higher frequencies, to</li> </ul> | <p>Additional comments has been added to page 18 to make it clear that capacity remains an issue despite the high frequencies of bus services.</p> <p>The Council is prioritising bus service improvements as part of this LIP and has allocated funding to carry out a review of the Haringey bus network. The west will be examined as part of this review and actions will be taken to ensure the network is fit for purpose and helping achieve a modal shift away from the car.</p> |

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|     |                        |                | <p>alleviate the pressures on public transport; as well as finding alternative means for travellers to traverse these routes instead of buses and without reliance on private vehicles.</p> <ul style="list-style-type: none"> <li>• Haringey should also be calling out for more East-West bus routes to improve the ability to travel across the borough</li> <li>• The council should fight any changes to our East-West buses such as the 299 and W3 to name just a couple, with the exception of an increase in volume or frequency of service</li> </ul>                                       |   |
| 007 | Liberal Democrat Group | Infrastructure | <ul style="list-style-type: none"> <li>• Its not just expensive high quality infrastructure that increases the update of active travel.</li> <li>• we should reference that it is the perceived separation, and therefore safety of users that will also increase the use of any transport route.</li> <li>• The reality is that evidence has shown that any form of physical separation – whether high quality or otherwise has a significant impact on the uptake of active travel.</li> <li>• The reality is that choosing the correct lightweight, cheap and “lower quality” physical</li> </ul> | The council agrees with the comments provided. The suggested text changes have been made. |

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|     |                        |  | <p>infrastructure can have a much more positive impact on the uptake of active travel.</p> <ul style="list-style-type: none"> <li>• Suggests removal of '<i>Evidence shows that high quality infrastructure for pedestrian and cycle traffic is key to making these modes more attractive (Pucher and Buehler, 2008).</i>' From the section.</li> </ul>   |  |
| 007 | Liberal Democrat Group | Page 31                                    | <ul style="list-style-type: none"> <li>• when it comes to constructing details of "how" these elements are going to be addressed, the document lacks detail ultimately rewriting the "what" and "why" in a different format.</li> <li>• This could be rewritten to address this as so: "Minimising rat-runs through residential streets, through the use of modal filtering, pedestrian/shared streets, introduction of one-way systems, controlled zone times, no left/right turns and vehicle size/weight restrictions."</li> </ul> | The LIP is written to allow further investigation by the Council to determine how the objective will be achieved. The suggested text for 'minimising rat-runs' has been added. |
| 007 | Liberal Democrat Group | 20mph Speed limits (Page 34) and (page 61) | <ul style="list-style-type: none"> <li>• Haringey should take immediate steps to make every single road in Haringey 20mph, and lobby TFL to do the same with their roads in our borough as soon as possible.</li> </ul>   | The Council agrees with the suggestion.  |
| 007 | Liberal Democrat Group | Road safety priorities (Page 34)           | <ul style="list-style-type: none"> <li>• The document does not appear to make reference to TFL's current guidance that road safety</li> </ul>   | Noted. A reference has been added.   |

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|     |                        |                                       | measuring should not solely be based on historical data and accidents, but on the potential for future accidents to arise. The document should make reference to this  |  |
| 007 | Liberal Democrat Group | Electric Vehicles (Page 37)           | <ul style="list-style-type: none"> <li>An addition should be made to this to make clear that whilst Electric Vehicles should be promoted as a positive alternative travel method to combustion-engine vehicles, this should be considered secondary to active travel and public transport, as whilst electric vehicles will continue to have an impact on congestion, private vehicle use is still a necessity for many residents such as for some elderly residents, those less physically able due to health, or residents that are located a significant distance away from alternative transport infrastructure</li> </ul> | <p>Agreed. Additional comment made.</p> <p><i>Electric vehicles are important to achieving the change desired by the council. They are part of the range of sustainable travel options provided to Haringey residents. Whilst they can add to congestion and inactive travel, evidence suggests they contribute to lower emissions which improves air quality and creates a healthier environment for cycling and walking. The effect of this is will be more people cycling and walking.</i></p> <p><i>The Council also recognise that a minority of residents will need access to a car for health and other reasons, and these journeys should be made using the electric vehicles.</i></p> |
| 007 | Liberal Democrat Group | Hubs and Last mile delivery (Page 38) | <ul style="list-style-type: none"> <li>the document does not identify how a centralised delivery hub would actually result in fewer deliveries.</li> <li>The document should make reference to the idea of the “Green last mile”. This would mean that the onward deliveries</li> </ul>  | <p>Agreed. Added text.</p> <p><i>It is important that onwards deliveries from the hubs are conducted by green modes of transport such as cargo bikes, e-cargo bikes and zero-emission vehicles.</i></p>  |



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|     |                        |                                  | <p>from the hubs would solely be conducted by green modes of transport such as cargo bikes, e-cargo bikes and zero-emission vehicles, as seen in many cities across the continent.</p>   |  |
| 007 | Liberal Democrat Group | Action on HGVs (page 40)         | <ul style="list-style-type: none"> <li>the document does not present any action for HGVs or LGVs, instead focussing more on residential traffic</li> </ul>   | The LIP focusing on all vehicle movements. However text has been added to page to make clear.  |
| 007 | Liberal Democrat Group | Low emission bus zones (page 47) | <ul style="list-style-type: none"> <li>the Council should use the LIP to lobby the mayor and TfL to introduce low emission bus zones also on Seven Sisters Road, and the A1/Archway Road – two of our most heavily polluted roads long before the ULEZ comes to Haringey.</li> </ul>   | The Council agree but the LIP is not considered the appropriate place for this. The Council is working with TfL to implement two zones in Haringey, including Wood Green to Manor House and Seven Sisters to Edmonton. The Council will use this working relationship to lobby for more zones.   |
| 007 | Liberal Democrat Group | Removing parking (page 53)       | <ul style="list-style-type: none"> <li>Pleased to see the acknowledgment of the road space, and related infrastructure as a major cause of bus travel issues in the borough, however the outcome described in the document does not go far enough to improve the situation.</li> </ul> | <p>The Council is committed to reallocating road space and creating liveable neighbourhoods to achieve the aims of the Council's adopted transport strategy, including to improve the bus network.</p> <p>The LIP makes clear our priority to manage parking demand and parking provision in objective 2 of the Haringey Transport Strategy.</p> |
| 007 | Liberal Democrat Group | Cargo Bikes (page 68)            | <ul style="list-style-type: none"> <li>The table shown should make reference to using cargo bikes, e-cargo bikes and green vehicles for last-mile delivery. Suggestion</li> </ul>  | Reference added to the table.  |

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|     |                        |   | would be to include this in section 5 – Liveable Neighbourhoods.   |   |
| 007 | Liberal Democrat Group | Eastern Community Infrastructure Levy (Page 78) | <ul style="list-style-type: none"> <li>the current CIL value for development in the Eastern Charging Zone should be analysed, and the value reconsidered. Increasing the value could potentially bring in further money to the council to be spent on local area improvements.</li> </ul>  | A partial CIL review is underway to look at the potential for changing the current rates in the east of the borough, recognising the positive impacts Council’s regeneration initiatives have had within the area. CIL can be used to fund a wide range of infrastructure requirements, including transport improvements.   |
| 007 | Liberal Democrat Group | Cycle desire routes (page 79)                   | <ul style="list-style-type: none"> <li>If we are to encourage an increase in Active Travel we must first provide better infrastructure on the routes cyclists already take, rather than introduce new routes to avoid these pathways</li> <li>The Council should therefore identify the key Cycle Desire Routes, and look to identify how infrastructure can be implemented to increase active travel here first</li> <li>Cyclists operate like fluid, finding the path of least resistance, and will not be guided upstream onto Quietways if the outcome is more effort and inconvenience, such as the hills around Uplands Road.</li> <li>Cycling infrastructure should be focussed on: Watermead Way, High Road, Broad Lane, Green Lanes, Seven Sisters Road, Wightman Road, Park Road,</li> </ul> | <p>The Council agree with this comment and the Council is already planning for a range of different cycle new routes including superhighway style, scenic Quieter routes and local cycle routes. This will accommodate all skill levels of cycling and types journeys be it for leisure or commuting purposes.</p> <p>The roads suggested are being discussed as part of the new routes in the Liveable Neighbourhood Project and the TfL future cycle route.</p> |

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|     |                        |                               | Crouch End Hill, Muswell Hill, Muswell Hill Road, Archway Road   |  |
| 007 | Liberal Democrat Group | Modal Filtering (Page 87)     | <ul style="list-style-type: none"> <li>Whilst listing methods to tackle traffic issues as part of the LSS and Traffic Calming &amp; Community Streets, no reference is made to modal filtering. Filtering is a solid way to reduce rat running, reduce private vehicle use, promote active travel, and improve local safety. Therefore it should be referenced in Haringey's plans.</li> </ul>   | The LIP makes reference to modal filtering as a means of reducing traffic levels as well as traffic calming. |
| 007 | Liberal Democrat Group | Liveable Crouch End (Page 91) | <ul style="list-style-type: none"> <li>A number of schemes are set to take place in the area defined for the Liveable Crouch End project, such as: <ol style="list-style-type: none"> <li>High Street, N8</li> <li>Muswell Hill, N10</li> <li>Park Road, N8</li> <li>The Broadway, N8</li> <li>Tottenham Lane, N8</li> </ol> </li> <li>The council is operating on an ever-shrinking budget, and it is therefore essential that any works carried out by one scheme are conducted as a positive assistance to another scheme, and would not in fact end up being removed by the later scheme. As such, any works on the above roads should involve the Liveable Crouch End team to ensure that they are harmonious, and cost effective.</li> </ul> | The Council notes this comment and agrees.   |

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| 007 | Liberal Democrat Group | School Streets and No-idling zones | <ul style="list-style-type: none"> <li>• The document makes limited reference to School Streets or No-idling zones, highlighted solely on page 96</li> <li>• As the council has already started its first school street by Lordship Lane, and at a recent Full Council, the cabinet member for the environment stated the council's intention to look into no-idling zones, these are surprising omissions</li> </ul> | <p>The Council has expressed an interest to the GLA to take part in an anti-idling London wide project. This forms part of the Mayor's Air Quality Fund and we are expected to hear by May.</p> <p>Anti-idling will continue to be a principle of school streets in Haringey.</p> <p>A reference has been added to page 42 to express the Council's support for anti-idling initiatives.</p> <p>A reference already exists on page 98 <i>'The Council will work with local groups including Haringey Cycling Campaign and local schools to identify other cycling and walking projects. This might include designing and delivering new cycle routes, school zones to reduce idling outside schools and locations for cycle parking'</i></p> |
| 007 | Liberal Democrat Group | KSI incident inspections           | <ul style="list-style-type: none"> <li>• It should be Haringey Council policy for officers to perform a site inspection immediately after each KSI to identify how the infrastructure in the location could have contributed to the incident, or could have been altered or improved so the incident may never have happened in the first place.</li> </ul>   | <p>When a fatality occurs, either the Met Police's Traffic Management Team or TfL's Accident Analysis Team will make contact with Haringey councils Engineering Projects Team. The police will usually provide provisional contributing factors at this time.</p> <p>Haringey and the Met Police will then carry out a joint site visit to assess if the make-up the road including signs and lines may have contributed to the incident. The site visit</p>   |

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|     |                        |                                       |  | <p>usually takes place within two weeks of the incident, depending on the Met Police's availability.</p> <p>If any low cost measures that will improve safety and reduce the likelihood of further incidents occurring are identified at the site visit, we will aim to introduce them at the earliest opportunity. Any significant improvements will need to be considered as part of LSS works programmes in future years, subject to funding availability and the accident information being validated by TfL.</p> |
| 008 | Crouch End Councillors | Weston Park, N8 - Local Safety scheme | <ul style="list-style-type: none"> <li>• We don't believe that the data indicates a higher need to LSS improvements in this location than other areas, and so question the inclusion based on these reasons.</li> <li>• We believe it is imperative that a pedestrian crossing at the bottom of Wolseley Road, by the junction with Park Road is funded by LIP money. This is an incredibly dangerous crossing on a busy pedestrian route, servicing the W5 bus, and Highgate Wood School amongst other schools and nurseries. There is no safe location to cross, and on a daily basis pedestrians are taking their lives in their hands trying to cross here.</li> </ul> | <p>The latest 3 year accident records show that there has been only 2 slight accidents at this location one of which was pedestrian and one cycle related and therefore this location would not be prioritised for any further significant changes. However, it can be considered for some minor improvements as part of our reactive LSS programme</p>   |

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|     |                 |                           | <ul style="list-style-type: none"> <li>We therefore ask that the LIP document is amended to include this crossing in the proposal</li> </ul>   |  |
| 009 | Helen Mayer     | Community Transport (p72) | <ul style="list-style-type: none"> <li>Suggest that the Council considers developing and expanding community provision (using various sized electric vehicles) to cater for people who for whatever reason rely on cars because they are unable to manage walking, cycling or even public transport. Potentially this could cover hospital drop-offs, including for women in labour. It could possibly be part-funded by a sliding scale of subscription or one-off payment.</li> </ul>  | <p>In 2016 the Council took the decision to offer community transport services on a competitive basis in the absence of funding which was previously provided by TfL.</p> <p>Haringey is very committed to working with providers to get the best services and we have been discussing with the provider ways to help which don't rely on financial assistance.</p> <p>In the future, if money becomes available, the council will look at ways to better fund this important community service.</p> |
| 010 | Cllr Josh Dixon | New crossing              | <ul style="list-style-type: none"> <li>limited safe crossing points along the western stretch of Alexandra Park Road. From the crossing by the Maid of Muswell pub you have a half mile walk before coming to another crossing that isn't an island crossing.</li> <li>Points of consideration: <ol style="list-style-type: none"> <li>The island crossings create pinch points, something many cyclists have raised.</li> <li>As cars tend to not slow for those crossing using them, many older and disabled people avoid using them.</li> </ol> </li> </ul> | <p>There are a number of informal crossings along this section of Alexandra Park Road. The latest 3 year accident records show that there has been four slight accidents none of them pedestrian related and therefore this location would not be prioritised for further crossing facilities.</p>   |

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|     |  |   | 3. The proximity to local schools means families with young children are taking longer routes to avoid the dangerous crossing points.   |  |
| 011 | Haringey Cycling Campaign  |   | Comments responded to separately in attached as Appendix 4  |  |
| 012 | Mrs Sydney Charles on behalf of Hornsey and Wood Green Labour Climate Change and Environment Group | Objective 1<br>A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions. | <p>Better connected to serve residents journeys</p> <ul style="list-style-type: none"> <li>The Highgate and Hampstead Neighbourhood Forums have suggested some hoppa bus routes and been told by TfL that they have no funds for new routes. Indeed TfL are reducing routes.</li> <li>it can overcome the obstacle of TfL's budgetary constraints, it will not be achieved.</li> </ul> <p>More accessible transport</p> <ul style="list-style-type: none"> <li>The solutions to focus action walking, cycling etc here are good. These areas are also where the focus should be on ensuring there are more buses and car sharing.</li> <li>Artificially minimising parking provision in new developments does not address the needs of residents who have limited mobility or need transport for employment.</li> </ul> | <p>The Council note the views for hoppa services and will continue to lobby TfL for these.</p> <p>The Council welcomes the support for the solution to focus action on walking and cycling.</p> <p>The Council recognises that some residents will need access to parking.</p> |

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| 012 | Mrs Sydney Charles on behalf of Hornsey and Wood Green Labour Climate Change and Environment Group | Objective 2: Active travel the default choice, with more people choosing to travel by walking or cycling. | <ul style="list-style-type: none"> <li>Haringey is unable to <u>promise</u> to deliver the increase in walking and cycling. It can mainly only promise to lobby for and support actions by GLA/TfL and the Government to achieve the target of 25% of residents within 400m strategic cycle network.</li> </ul>  | The Council disagree with this comment and the delivery of the LIP will achieve an increase in walking and cycling in Haringey.  |
| 012 | Mrs Sydney Charles on behalf of Hornsey and Wood Green Labour Climate Change and Environment Group | Objective 3: An improved air quality and a reduction in carbon emissions from transport.                  | <ul style="list-style-type: none"> <li>With 175 million vehicle miles on the major roads (135 million vehicle miles from car traffic) the through trips starting and ending in other boroughs means that Haringey can do little.</li> <li>Haringey can support the recent announcement of two low emission bus zones through Haringey, Edmonton to Seven Sisters and Green Lanes (linking Wood Green to Manor House Station)</li> <li>As the link between Electric Vehicles, clean electricity and the transition away from high carbon oil becomes better known, Haringey could step this up, particularly in preparation for the ULEZ expansion in Oct 2021 and the increase in diesel vehicles failing the stricter MOT from May 2018. It could also be more</li> </ul> | <p>Working with the neighbouring boroughs, and making tough decisions, the Council can reduce through traffic</p> <p>The Council is supportive of the two low emission bus zones and is working with TfL on their implementation.</p> <p>Other comments noted.</p> |



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|     |  |  | <p>proactive in supporting ebikes as an alternative to driving.</p> <ul style="list-style-type: none"> <li>• Haringey needs to plan to stop procuring any more polluting vehicles and requiring all contractors to do the same</li> <li>• If Haringey can roll out successful delivery hubs it would contribute to a reduction of carbon emissions and improvement in air quality.</li> </ul>                                    |  |
| 012 | Mrs Sydney Charles on behalf of Hornsey and Wood Green Labour Climate Change and Environment Group | Objective 4: A well maintained road network that is less congested and safer. (p7) | <ul style="list-style-type: none"> <li>• Buses take up less road space per person mile, cycles are next, car shares are better than individual trips, so priorities for easing congestion should be aimed firstly at buses.</li> <li>• The aim to “minimise the use of our back streets as ‘rat runs’”. (p25) is also laudable for those streets, but does risk displacing traffic to other streets, congesting them.</li> </ul> | <p>Noted. Buses are a priority alongside walking and cycling.</p> <p>Proposals for minimising rat runs will be assessed to ensure the traffic is not displaced onto surrounding roads.</p> |
| 013 | Claudia hay (resident)   | General  | <ul style="list-style-type: none"> <li>• I found it very interesting and thorough, and I feel very positive about the future of the borough as a result. It has also opened my eyes as to how traffic &amp; car dominance affects my own day to day activities &amp; journeys.</li> <li>• Please be bold with regard to reducing car dependency and do not be concerned about annoying</li> </ul>                                | The Council welcomes the support.  |

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|     |             |  | drivers! Driving a car is not a right. Breathing clean air is.   |  |
| 013 | Claudia hay | Rat running                            | <ul style="list-style-type: none"> <li>Once a rat-run is identified, the rat running can be eliminated with simple 'filtering'. By filtering streets, it effectively creates safe cycle routes so it is a win-win situation.</li> <li>Driving needs to feel like the least appealing option for people inside &amp; outside the borough, and it's not right that residential streets continue to act as 'short cuts' for drivers.</li> </ul> | Noted. These are aims of the LIP.  |
| 013 | Claudia hay | Pavement conditions and street clutter | <ul style="list-style-type: none"> <li>Pavement condition is particularly important for vulnerable people.</li> <li>there are too many signposts with things like cpz info on compared to other boroughs- could these be reduced &amp; spaced out better?</li> </ul>   | <p>Pavement surfacing is carried out on roads dependant on condition and available budget.</p> <p>There is no specific budget to declutter/rationalise signs, however decluttering of signs and general street furniture is routinely carried out when implementing new schemes.</p> |
| 013 | Claudia hay | Phone boxes                            | <ul style="list-style-type: none"> <li>there a system in place whereby the need for phone boxes is routinely assessed?</li> <li>a lot of phone boxes look like they have become nothing more than rubbish dumps/toilets.</li> </ul>  | There is no system in place where the need for phone boxes are assessed, however when a request for removal is received this is forwarded to the telephone companies for their consideration   |
| 013 | Claudia hay | Ev charging                            | <ul style="list-style-type: none"> <li>charging points <u>must</u> protrude on to <u>roads</u> rather than be on the pavement</li> </ul>   | The Council agree and we have set out this position in the Council's Ultra low emission vehicle action plan.   |

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| 013 | Claudia hay | Delivery hubs              | <ul style="list-style-type: none"> <li>really like the idea of centralised delivery hubs</li> </ul>   | The Council welcomes the support   |
| 013 | Claudia hay | Residential parking        | <ul style="list-style-type: none"> <li>New housing developments should have no residents parking except for disabled drivers</li> </ul>   | The Council support this comment in principle but all planning applications need to be assessed on their own merits.             |
| 013 | Claudia hay | Planted pollution barriers | <ul style="list-style-type: none"> <li>would like to see the planting of 'pollution barriers' on the worst polluted roads where space permits</li> <li>A waist height (for an adult) hedge would help absorb &amp; block some of the harmful pollutants. <a href="https://www.bbc.co.uk/news/science-environment-39943197">https://www.bbc.co.uk/news/science-environment-39943197</a></li> </ul>                               | Noted and will be considered.  |
| 013 | Claudia hay | Bus stop                   | <ul style="list-style-type: none"> <li>There is a busy bus-stop on the south side between Suffield &amp; Westerfield Rds (named stop E which serves the 41)- it makes it difficult to walk past as there are often so many people waiting for the bus. Could this bus-stop be removed, and Stop L on Broad Lane be moved closer to the High Rd to become the 'Seven Sisters station stop'? Or some other re-jigging?</li> </ul> | The Council will raise this request with TfL   |
| 013 | Claudia hay | Step free                  | <ul style="list-style-type: none"> <li>more step free tube &amp; train stations the better. I would love to see Bruce Grove get a lift!!</li> </ul>   | The Council agree and will continue to lobby the station operators (TfL and Network rail) for more step free access at stations. |
| 013 | Claudia hay | Pavement parking           | <ul style="list-style-type: none"> <li>Better enforcement in Tottenham</li> </ul>   | Noted and the comments will be raised with the Council's parking enforcement teams.  |

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| 013 | Claudia hay | Idling       | <ul style="list-style-type: none"> <li>• Better enforcement and need for campaigning</li> </ul>   | <p>The Council has expressed an interest to the GLA to take part in an anti-idling London wide project. This forms part of the Mayor's Air Quality Fund and we are expected to hear by May.</p> <p>Anti-idling will continue to be a principle of school streets in Haringey.</p> <p>A reference has been added to page 42 to express the Council's support for anti-idling initiatives.</p> <p>A reference already exists on page 98 <i>'The Council will work with local groups including Haringey Cycling Campaign and local schools to identify other cycling and walking projects. This might include designing and delivering new cycle routes, school zones to reduce idling outside schools and locations for cycle parking'</i></p> |
| 013 | Claudia hay | Buses        | <ul style="list-style-type: none"> <li>• Room for parents with pushchairs</li> <li>• Better layout similar to trains – 'walk through style'</li> </ul>  | Noted and will raise this with TfL   |
| 013 | Claudia hay | Cycle routes | <ul style="list-style-type: none"> <li>• really like to see a sprawling network of borough-orbital &amp; radial cycle routes</li> <li>• Cycling is as fast or faster than driving &amp; using buses for short journeys, cycles are more efficient in amount of space taken up on the roads, it produces no pollution and it keeps the cyclist fit! I think</li> </ul> | Noted. The Council is working to achieve a network of cycle routes.  |

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|     |             |                 | <p>there needs to be an enormous emphasis put onto cycling rather than bus travel- a bus is still polluting and can still injure pedestrians.</p>   |  |
| 013 | Claudia hay | Play streets    | <ul style="list-style-type: none"> <li>Play street applications should be granted unless there are really compelling reasons not to. If we could close Green Lanes one day in the summer (as was done a few years ago) for a big community festival/celebration it would showcase the potential our streets have when they are not dominated by cars</li> </ul> | <p>Noted. This will be considered, however this would be subject to agreement by key stakeholders and funding availability</p>   |
| 013 | Claudia hay | School street   | <ul style="list-style-type: none"> <li>Every street with a school on it, must become a 'school street' (where the road layout etc permits). It is unacceptable that children are driven to school in London &amp; particularly in Haringey where every school has been rated either 'good' or 'outstanding'</li> </ul>  | <p>The first 'School Streets' scheme in Haringey was recently implemented at Lordship Lane Primary school, which is located on Ellenborough Road, N22. It will now be monitored to inform us on a wider programme moving forward.</p> <p>The appropriateness for further school streets project will be subject to many factors including lessons learned from the Lordship Lane Primary School pilot.</p> |
| 013 | Claudia hay | Pay and display | <ul style="list-style-type: none"> <li>The pay &amp; display parking outside 203-207 Philip Lane should be removed. It is unnecessary to have parking there &amp; in getting rid of it,</li> </ul>  | <p>Noted. These comments will be passed to the Council parking team</p>  |

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|     |                           |                     | <p>there would be more space for a segregated cycle lane</p> <ul style="list-style-type: none"> <li>• If it is deemed absolutely necessary, a couple of pay &amp; display bays could be allocated around the corner at the top of Summerhill Rd</li> </ul>   |   |
| 014 | Richard Palmer (resident) | Pedestrian crossing | <ul style="list-style-type: none"> <li>• the crossing lordship lane A10 junction desperately needs a pedestrian crossing.</li> <li>• The concept that a crossroads doesn't have a full pedestrian crossing defies logic, all roads from all directions are exceptionally busy with some sections having right and left vehicle turning.</li> </ul>                 | <p>As part of our next three-year LIP Spending Plan period (2019 - 2022), we have included a bid within our programme to fund pedestrian safety and accessibility improvements at this junction over a two year period, should the required approvals for the proposed improvements be granted by TfL. This is however, also subject to final approval of the LIP, confirmation of funding from TfL and approval of the Sustainable Transport Works Plan, which is not expected until April 2019. Should the required funding and approvals be secured, the works are likely to commence in the last quarter of the 2019/20 financial year and roll over into the 2020/21 financial year.</p> |
| 015 | Joan Curtis (resident)    | Downhill Junction   | <ul style="list-style-type: none"> <li>• Hope that we are going to see major improvements to the downhills/roundway junction</li> <li>• It will be great at last after years of fearful, nervous crossing to have a safe place to cross, where all streams of traffic are stopped at the same time at least for long enough for an old or infirm person</li> </ul> | <p>As part of our next three-year LIP Spending Plan period (2019 - 2022), we have included a bid within our programme to fund pedestrian safety and accessibility improvements at this junction over a two year period, should the required approvals for the proposed improvements be granted by TfL. This is however, also subject to final approval of the LIP, confirmation of funding</p>  |

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|      |                        |                   | <p>or a parent with shopping, kids and a pram to get across without fear of a car, often without indicating, turning right or left suddenly as can happen now as at three of the crossing points some traffic is always moving even when cross traffic is stopped</p>  | <p>from TfL and approval of the Sustainable Transport Works Plan, which is not expected until April 2019. Should the required funding and approvals be secured, the works are likely to commence in the last quarter of the 2019/20 financial year and roll over into the 2020/21 financial year.</p>   |
| 015a | Joan Curtis (resident) | Downhill Junction | <ul style="list-style-type: none"> <li>I hope the plan for improvements includes a phasing of all the lights at the junction so that there is a time (long enough for an old person to cross the road or a parent with children) when all traffic is totally stopped and pedestrian lights to tell people when it is totally safe to cross.</li> </ul> | <p>As part of our next three-year LIP Spending Plan period (2019 - 2022), we have included a bid within our programme to fund pedestrian safety and accessibility improvements at this junction over a two year period, should the required approvals for the proposed improvements be granted by TfL. This is however, also subject to final approval of the LIP, confirmation of funding from TfL and approval of the Sustainable Transport Works Plan, which is not expected until April 2019. Should the required funding and approvals be secured, the works are likely to commence in the last quarter of the 2019/20 financial year and roll over into the 2020/21 financial year.</p> |
| 016  | Red Army Riding Club   | General           | <ul style="list-style-type: none"> <li>Whilst the Local Implementation Plan does make some mention of improving safety for motorcyclists, it completely fails to address other areas of concern not only to Haringey's large and active motorcycling community but indeed many other road users.</li> </ul>  | <p>The Council welcome the comments and engagement with the motorcyclist community. However, the priority of the LIP is to get more residents making active journeys by walking, cycling and using public transport.</p>  |

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|  |  |  | <ul style="list-style-type: none"> <li>• Motorcycles are a sustainable transport solution. Motorcycles reduce congestion and pollution and are a significantly more economical long and medium distance mode of transport than cars or public transport. We urge the full and explicit recognition of their benefits and major contribution to Haringey's economy in the next draft of LIP.</li> <li>• The LIP should propose the immediate appointment of a motorcycling policy lead at Haringey Council</li> <li>• Tackling congestion does not simply mean the removal of motorised traffic. Motorcycles and scooters reduce congestion and the LIP should encourage significantly higher uptake of motorcycling</li> <li>• Haringey Council must prioritise enabling powered two wheelers to be able to access all bus lanes.</li> <li>• Haringey Council should commit to making full use of TfL's excellent Urban Motorcycle Design Handbook at all times, as the guidelines laid out in it will save the lives of dozens of motorcyclists and other road users. This should be explicitly stated in the LIP</li> </ul> | <p>Haringey wants to make the roads safer for everyone including motorcyclists who suffer high rates of deaths and seriously injured on our roads.</p> <p>However, the Council cannot support the use of bus lanes in Haringey for other forms of motorised travel. The Council's priority is to increase the number of people walking and cycling.</p> <p>The Council will continue to work with Transport for London (TfL) and the Mayor of London on a range of measures to raise standards within the motorcycle delivery industry, while also improving the confidence and skills of the Capital's motorcyclists.</p> <p>All other comments are noted but are not consistent with Council policy which does not promote more motorised transport on our roads. The Council is working with the electric bike community to raise awareness of the products and to get more motorcyclists using Electric bikes.</p> |
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|  |  |  | <ul style="list-style-type: none"><li>• Crime is a serious barrier to the uptake of motorcycling. The LIP must recognise and address this</li><li>• The LIP should commit to reverting to the 30mph limit on all roads where the 20mph limit has clearly not worked.</li><li>• the building of hard segregation of on road bicycle lanes has contributed to significantly increased congestion and pollution, with the knock on effect of damaging the economy and the health of the population, as well as the increasing deaths of motorcyclists.</li><li>• The LIP should prioritise work with cycling groups to ensure proper road safety education, more use of cycling helmets and hi viz, proper road use training, insurance for when cyclists collide with and injure pedestrians, and maintaining a register of cyclists who use bicycles in their line of work, for example as delivery riders.</li><li>• The LIP should propose a robust scheme for ensuring that bicycles which are being used on Haringey's roads are roadworthy</li></ul> |  |
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|  |  |  | <p>with appropriate penalties when they are found not to be.</p> <ul style="list-style-type: none"><li>• Vehicle access to town centres is very important. Adequate vehicle parking and access to all locations in the borough must be present in the LIP. This must include secure and plentiful motorcycle parking.</li><li>• The LIP should not saddle 21st century Haringey with delivering 19th century solutions to 20th century problems: prioritising cycling which is likely to remain a niche activity at the cost of the access needs of the vast majority (99%) of Haringey's citizens is likely to do that.</li><li>• All electric vehicle provisions, including charging infrastructure, loan schemes and subsidies must include and prioritise electric motorcycles and scooters.</li><li>• 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. Haringey Council should do all it can to ensure that this tax on the working poor is not implemented in Haringey.</li></ul> |  |
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|     |                                  |                          | <ul style="list-style-type: none"> <li>the LIP should propose a way of ensuring that all council and public sector employees in Haringey are offered free or subsidised motorcycle / scooter Compulsory Basic Training (CBT) courses delivered by a reputable training provider.</li> <li>Motorcycles and scooters are a solution to transport poverty, to congestion and to improved road safety in Haringey.</li> </ul>   |  |
| 017 | Richard Parish, Historic England | The historic Environment | <ul style="list-style-type: none"> <li>The Strategy should set out more clearly the benefits of identifying and understanding the significance of the historic environment and local character at an early stage of plan-making, including opportunities for enhancement.</li> <li>The draft Strategy should provide clear guidance for new places to compliment local character. Likewise it should ensure that a holistic approach is taken to quality of life, so that it secures potential environmental benefits (including the historic environment) for existing and future Londoners.</li> <li>The Strategy sets out aspirations for the delivery of new transport infrastructure. Historic England is engaged in many major</li> </ul> | The Council notes and welcomes the comments from Historic England. |

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|     |                            |   | <p>infrastructure projects both nationally and in London and welcomes opportunities to discuss future projects at an early stage. This helps with the efficient delivery of infrastructure projects, while simultaneously reducing risk to both built and archaeological heritage and the delivery of characterful places.</p> |   |
| 018 | Cllr Tammy Palmer          | crossing at the junction of the Roundway, Downhills way and Lordship lane | <ul style="list-style-type: none"> <li>writing as Lib Dem spokesperson to support a crossing at the junction of the Roundway, Downhills way and Lordship lane.</li> </ul>  | <p>As part of our next three-year LIP Spending Plan period (2019 - 2022), we have included a bid within our programme to fund pedestrian safety and accessibility improvements at this junction over a two year period, should the required approvals for the proposed improvements be granted by TfL. This is however, also subject to final approval of the LIP, confirmation of funding from TfL and approval of the Sustainable Transport Works Plan, which is not expected until April 2019. Should the required funding and approvals be secured, the works are likely to commence in the last quarter of the 2019/20 financial year and roll over into the 2020/21 financial year.</p> |
| 019 | Annabel Gregory (resident) | Buses   | <ul style="list-style-type: none"> <li>I am glad to hear that there will be a bus network review in 2019-20, because there is a danger that the interests of bus users get sidelined by (a) big rail projects and (b) a focus on cycling</li> </ul>  | <p>The Council welcomes the support.</p>  |

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|     |                 |                                 | <ul style="list-style-type: none"> <li>• Extensive negotiations would be required with TfL to improve the buses – but this is really necessary. Very glad to hear the statement that 'TfL should commit to expanding the bus network' (p.50).</li> <li>• Twice as many journey stages are by bus than on the underground, but bus users do not have the vocal user groups that rail does</li> <li>• The ULEZ charging is very discriminatory and likely to arouse a lot of opposition unless LBH supply a viable alternative – for the reasons given above, and because the trains are already very crowded, buses could be that alternative.</li> <li>• It is, as this report says, very counter-productive of the Mayor to reduce bus services in central and inner London (p.71) in a piecemeal fashion without providing any alternative</li> </ul> |  |
| 020 | Cllr Liz Morris | Wood Green Traffic calming fund | <ul style="list-style-type: none"> <li>• Welcome money allocated to Wood Lane for Traffic Calming and Community streets but concerned that the £20k allocated may not be sufficient to deal with the traffic issues given the costs of flashing signs and speed bumps.</li> </ul>   | The proposal for Wood Lane consists of the introduction of Speed humps, the £20k allocation is thought to be adequate for this proposal. |
| 021 | Natural England | General                         | <ul style="list-style-type: none"> <li>• Natural England has no comments to make on this consultation</li> </ul>  | Noted.   |

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| 022 | David Karlin<br>(resident) | General                    | <ul style="list-style-type: none"> <li>• The LIP poorly gave any sense of what you are actually going to do to meet your objectives and the objectives themselves seem dishonest</li> <li>• it repeats vague aspirations over and over again, while including a depressingly small number of anticipated actions.</li> <li>• what you've written here does not look like a well thought out attempt at achieving these things: rather, it's a simple attempt to make life more unpleasant for car drivers.</li> </ul>   | The Council cannot support the comments. The LIP, and the Council's adopted transport strategy, enable residents to make more journeys by walking, cycling and public transport as an alternative to using the car. The LIP isn't written to only make life more unpleasant for car driver. |
| 022 | David Karlin<br>(resident) | Reducing vehicle emissions | <ul style="list-style-type: none"> <li>• things to do:</li> <li>• Tax red diesel at the same rate as car emissions - either with your own powers, or by intense lobbying of city and central government to do so.</li> <li>• Target the rapid increase in traffic generated by e-commerce deliveries with its resultant congestion and emissions.</li> <li>• Stop commuter traffic at source, by ensuring that it is possible for businesses to locate themselves very close to residential areas and shops.</li> </ul> | Noted. The LIP does tackle deliveries which result in congestion and pollution.   |
| 023 | Environment Agency         |                            | <ul style="list-style-type: none"> <li>• it is not possible for us to provide bespoke comments to each local authority. We have therefore</li> </ul>  | The Council welcomes the comments from the Environment Agency.  |

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|     |                         |   | <p>prepared a checklist of issues which we would like to see in Local Transport Plans and their associated Strategic Environmental Assessments.</p> <ul style="list-style-type: none"> <li>As part of the Strategic Environmental Assessment (SEA), we would like you to consider the likely effects on the environment including on: <ol style="list-style-type: none"> <li>Climatic factors e.g. climate change</li> <li>Air quality and human health</li> <li>Water and soil</li> <li>Biodiversity, flora and fauna</li> <li>Material assets e.g. sustainable use of resources and waste</li> </ol> </li> </ul> |   |
| 024 | Cengiz Rifat (resident) | New crossing on Alexandra Park road N10 | <ul style="list-style-type: none"> <li>I would like to take the opportunity to ask you to look at the installation of a new zebra crossing on Alexandra Park Road N10.</li> <li>I believe the ideal point of this crossing should be opposite St Andrews Church on Alexandra Park Road, it used by local residents and local schools although in order to access it we have a crazy situation whereby teachers are having to stand in the road to stop the traffic in order to make it safe for the kids to cross.</li> </ul>  | There are a number of informal crossings along this section of Alexandra Park Road. The latest 3 year accident records show that there has been four slight accidents none of them pedestrian related and therefore this location would not be prioritised for further crossing facilities. |

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| 025 | Jonathan Personal (resident) | New crossing on Alexandra Park road N10                          | <ul style="list-style-type: none"> <li>this crossing should be opposite St Andrews Church on Alexandra Park Road, it used by local residents and local schools although in order to access it we have a crazy situation whereby teachers are having to stand in the road to stop the traffic in order to make it safe for the kids to cross.</li> </ul>  | There are a number of informal crossings along this section of Alexandra Park Road. The latest 3 year accident records show that there has been four slight accidents none of them pedestrian related and therefore this location would not be prioritised for further crossing facilities. |
| 026 | David Rennie                 | Parking strategy conflicts with the Mayor's and Haringey's plans | <ul style="list-style-type: none"> <li>The Mayor's and Haringey's plans both aim to increase walking, cycling and public transport as a means of reducing road traffic, and in particular car journeys that can be made by walking, cycling and public transport. But the Haringey plan in the same sentence goes on to talk of increasing parking. These two aims are incompatible.</li> <li>All future plans need to have dated plans for reducing parking everywhere, and allocating the areas released to environmentally acceptable modes and to public open space with trees.</li> </ul> | The Council is not promoting the increase in parking and the LIP does not say this. The priority for this LIP, and the Council adopted Transport Strategy, is to get more residents making journeys by walking, cycling and public transport rather than using the car.                     |
| 026 | David Rennie                 | Road pricing   | <ul style="list-style-type: none"> <li>The most important method of reducing car and taxi traffic is <i>road pricing</i>.</li> <li>Road pricing needs to be introduced rapidly both in the Centre and in Inner and Outer</li> </ul>  | The Council is not proposing to implement such methods at the moment. However, it is a tool which could be implemented in the future.   |



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|     |  |  | London, coupled with automatic speed limit enforcement.  |  |
| 027 | Dave Morris<br>- Flexmere<br>Marshall<br>Residents |  | <ul style="list-style-type: none"> <li>• We strongly support the LiP proposal, which we have lobbied for over the last two years, for pedestrian/cycling safety improvements to the Lordship Lane / Downhills Way 'Roundway' junction.</li> <li>• We also support any associated environmental improvements to this aesthetically revolting and soul-destroying junction hated by local pedestrians and cyclists.</li> </ul> | As part of our next three-year LIP Spending Plan period (2019 - 2022), we have included a bid within our programme to fund pedestrian safety and accessibility improvements at this junction over a two year period, should the required approvals for the proposed improvements be granted by TfL. This is however, also subject to final approval of the LIP, confirmation of funding from TfL and approval of the Sustainable Transport Works Plan, which is not expected until April 2019. Should the required funding and approvals be secured, the works are likely to commence in the last quarter of the 2019/20 financial year and roll over into the 2020/21 financial year. |