

Draft Ultra-Low Emission Vehicle Action Plan: Consultation responses (63 in total)

| Objective 1: Increase public awareness of ultra-low emission vehicle officers, their benefits and charging technology through public campaigns and education | | | |
|---|-------------------|--|---|
| Q. In addition to our proposed actions, can you suggest other ways the Council can promote electric vehicles and charging technology to reach residents and businesses? | | | |
| Response number | Respondent | Summary of response | Council's response |
| 1 | Haringey resident | No. I don't think Haringey Council should be putting its efforts into encouraging further car use (electric or otherwise). Haringey Council needs to get more residents to choose active travel for the majority of their journeys. Both the Department for Transport and TfL clearly state that the vast majority of car journeys are under 5 miles - a distance which is easily achieved by walking or cycling. Instead of focussing on electric vehicle use, Haringey needs to be focussing on modernising our streets by rapidly discouraging car use by installing modal filtering on all streets and making cycling and walking the more attractive option by building infrastructure for it. Encouraging car use and doing nowhere near enough to get more people cycling and walking will do nothing about congestion, will do nothing about the amount public space taken up by parked cars, and will do nothing to reverse sedentary lifestyles caused by driving. | <p>Haringey Council maintains the view that active travel should be a first choice for all residents, and we work to facilitate this. Active travel is our priority, and this is reflected in Haringey's Transport Strategy, found here.</p> <p>The Council undertakes significant work on active travel. More information on these projects can be found here: https://www.haringey.gov.uk/parking-roads-and-travel/travel/smarter-travel</p> <p>However, vehicular travel will still remain relevant for groups such as public transport, emergency services, commercial services, a groups with mobility issues. Therefore there is a need to recognise that there will still be vehicular travel in the borough, and this must be zero emission to ensure a healthy borough for all.</p> <p>This will be made clearer in the Final Ultra-Low Emission Vehicle Action Plan.</p> |
| 2 | Haringey resident | You could start by fining illegal parked cars more and drivers whose cars are emitting illegal levels of exhaust fumes. Just have officers stop and test cars exhaust fumes on the side of the road. There are so many in any street in Haringey. | Testing car exhaust fumes on-street is expensive and impacts are minimal. Alongside Transport for London, the Council uses licencing data to identify |

| | | | |
|---|-------------------|--|---|
| | | | <p>vehicles that emit more air pollution, such as the type of engine and fuel source.</p> <p>Vehicles in the borough pay CPZ charges based on their engine and carbon dioxide emissions. We are working to change this to include air pollution.</p> |
| 3 | Haringey resident | Promote the use of electric scooters and bikes and allow them to be used in cycle lanes and invest in more of those lanes. | <p>You can ride an electric bike (provided it fits the definition of an EAPCs - 'electrically assisted pedal cycle') anywhere where you can cycle a regular bike. This includes cycle paths. More information can be found here: https://www.gov.uk/electric-bike-rules</p> <p>Electric scooters are regarded as a moped under UK vehicle safety standards. To be used on the road, scooters will have to meet all requirements such as road license, insurance and MOT testing. More information can be found here: https://www.gov.uk/government/publications/mini-scooters/mini-scooters</p> |
| 4 | Haringey resident | Organise a face to face door knocking exercises with an aim to meet at least 60% contact ratio, where residents will be made aware of the objectives and also their potential options to upgrade their current cars! | <p>Door knocking is a slow and expensive process. With over 280,000 residents in the borough, this is also difficult. We will run focused community engagement around the Neighbourhood for the Future and the Liveable Neighbourhood projects.</p> |
| 5 | Haringey resident | The infrastructure should be provided and paid for by the industry. Council actions should focus on consent issues related to the infrastructure. I do not understand why this industry is being in effect subsidised through local taxation. There are conflicts created if the council policy both advocates and provides the means for realising the policy. If this technology becomes mainstream and the EV take up is great how much infrastructure is actually needed? I do not see that many pertinent issues have been addressed. The primary focus for education should be minimising ALL car, van and lorry use | <p>Infrastructure is provided and paid for by the industry. The Council cover officer time costs and Traffic Management Orders.</p> <p>See response 1 for tackling use of vehicles in the borough.</p> |

| | | | |
|---|-------------------|---|--|
| | | including EV. EV is not of itself 'green' because of the embodied energy, noxious battery materials, and the electricity required for battery charging - energy gained often via non-renewable sources or nuclear. There is too much wanting to have your cake and eat it around EV. The first thing to do is to honestly and holistically assess EV in the round before making policy. | |
| 6 | Haringey resident | Advertise government subsidies available. Provide advice to people looking to go electric | The Council already advertises these on the Council website and other social media platforms. We will continue to do this. |
| 7 | Haringey resident | I think it should stay only for event day restrictions not for moneymaking. Individual families are suffering with high bills, adding more will make families go in debt more. Stop charging to park in the front of our houses. | CPZs are an instrument of parking policy applied throughout Britain. They are introduced at the request of residents and are designed to prioritise parking for local residents which can be difficult in roads near to shops and transport hubs when commuters, shoppers, business employees etc., often leave their vehicles parked in residential streets. All local authorities have parking management arrangements in place to help ensure that parking space is available when and where it is needed most. Charges are applied to cover the costs of managing and administering the service. |
| 8 | Haringey business | This plan should also be about reducing emissions and pollution by: <ul style="list-style-type: none"> • reducing traffic from unnecessary journeys that can be replaced by a short walk • keeping residential roads free from through traffic by traffic management • preventing excess pollution at right hand turns by removing permitted right turns • preventing excess pollution at congested junctions by giving priority to main road traffic | Haringey's Zero Carbon 2050 study is a plan to reduce emissions, and Haringey's Air Quality Action Plan addresses air pollution. Haringey's Transport Strategy (including the upcoming Walking and Cycling Action Plan) will address active travel and traffic management. This action plan addresses facilitating EV demand. These suggestions will be forwarded to the relevant service areas. |

| | | | |
|----|-------------------|---|--|
| | | <ul style="list-style-type: none"> • preventing excess pollution from congestion by giving buses, cyclists and pedestrians priority over parking priorities (exceptions for Blue Badge drivers) • preventing excess pollution from HGV through traffic on residential roads by closing residential roads to HGV traffic over 7.5 tonnes • preventing excess pollution by making it easier to making short cycling journeys • preventing excess pollution by making it easier to make journeys by walking and • preventing excess pollution by abandoning the Haringey obsession with parking as the borough's highest priority rather than transport, noting that transport includes pedestrians and cyclists. | |
| 9 | Haringey resident | <ul style="list-style-type: none"> • Incentives to purchase and assistance to private householders to set up charging points at their private homes where they have off street parking to reduce demand for public charging spaces. • Charging at garages and public places i.e. charge while you gym/swim/go to library etc. although it seems that few of these facilities have car parks now. | There are grants available to go towards the upfront cost of an EV, and for residents with a driveway and/or a garage to install a charging point. This will be advertised clearer on the Council website. Agreed. We are encouraging businesses to install charging points on their premises. |
| 10 | Haringey resident | <ul style="list-style-type: none"> • Bring forward the date for the implementation of all initiatives so that it fits with 2021 Mayoral changes to vehicle use; • Including the purchase electric vehicles and charging points in bulk (sale or return) at a good discount, enable purchase at 2% max interest rate over 4 years and provide good scrappage deals for diesel and older petrol cars. • fine heavy polluters; • make it a joined-up approach along with banning wood-burning stoves (DEFRA-approved included) and fine those who have open fires (in this Smokeless Zone), with an online | <ul style="list-style-type: none"> • We will look into bringing some actions forward to align with the ULEZ entering the borough in October 2021. • The GLA has recently announced a scrappage scheme for microbusinesses and charities. More information can be found here: https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/scrappage-scheme • Our CPZ schemes benefit those with lower emitting vehicles and free parking at pay and displays. More information can be found here: |

| | | | |
|----|-------------------|---|--|
| | | <p>system for reporting the use of wood-burners and open fires as they heavily pollute neighbourhoods.</p> <ul style="list-style-type: none"> • Additionally, bring in a diesel ban and disallow the commercial sale or manufacture of new or nearly-new diesel vehicles of any sort. Stop the commercial sale and re-sale of scooters and small motorbikes. • Fund a manufacturing plant for cheaper, safe and efficient electric/solar vehicles. • Avoid the use of UPVC at all costs, as this impacts on pollution and is not an effective sustainable material - both for windows and doors and for solar panels. Embrace sustainable materials and low-cost high-impact alternatives. • Ensure all buses and taxis (Uber and mini-cabs) conform to strict green energy rules as these cause much pollution. As an asthmatic, I can testify to the negative impact on my own health, particularly during the summer heatwaves and periods of high pollution in winter months. Please act decisively and speedily. | <p>https://www.haringey.gov.uk/parking-roads-and-travel/parking/controlled-parking-zones-cpzs</p> <ul style="list-style-type: none"> • We will consider your comment about an online system for wood-burning stoves on board. This will be picked up through the Council's Air Quality Work. • Haringey Council aligns itself with the ULEZ 2021 and the national ban of diesel and petrol vehicles post 2040. We actively promote cleaner vehicles through our projects and policy. • The Council is unable to fund a manufacturing plant but is looking into training and jobs around EV mechanics. • The use of UPVC is not within scope of this Strategy. • Buses and Taxis are licensed through Transport for London. We are working with TfL to increase the impact of cleaner vehicles in Haringey. |
| 11 | Haringey resident | <p>I've seen plenty of electric car charging stations in Highgate. What needs to improve is the bus speeds- plenty of times I've walked to Seven Sisters station from the stadium almost as fast as the bus because it gets caught in traffic by Bruce Grove and Monument Way then the buses change drivers and while we wait for the drivers to finish their chat instead of efficiently changing over you'd have walked just as fast. Also I do drive over to Crouch End and Muswell Hill because to get the bus I'd either have to get two buses or walk either half or a full mile to get the relevant bus- make connections between the east and west of the borough better. E.g. the W3 links Northumberland Park to Wood Green- Ally Pally- Crouch End and Fins Park but it takes forever! Can't waste my precious spare time on the bus and I need to go</p> | <p>Increasing the speed at which buses safely transport people around the borough is an objective for the Council and we are working with TfL to deliver this.</p> <p>We will forward this to the Transport Planning team to discuss with Transport for London.</p> |

| | | | |
|----|---------------------------------------|---|---|
| | | over to nicer parts of the borough as I get depressed if I don't see parts other than Nth Park and Bruce Grove where I worry about getting set upon. | |
| 12 | Haringey resident | More charge points and something to help households with no off road parking. Posts in the road? | The Council agrees with this position. We are installing more charging points this year, both on-street and in car parks. |
| 13 | LB Enfield resident and ex-councillor | Itemise and sell the cost-benefits; and ethically, the merits and demerits nationally particularising the increased costs of electricity generation, collection, transmission/distribution, and retailing to consumers! | The Council agrees with this position. We will make the benefits of an electric vehicle clearer in this action plan. |
| 14 | Haringey resident | Offer discounts and free parking | The Council agrees with this position. Low emission vehicles already benefit from our discounted controlled parking zone rates and free parking at pay and displays. More information can be found here: https://www.haringey.gov.uk/parking-roads-and-travel/parking/controlled-parking-zones-cpzs |
| 15 | Haringey resident | Make clear that parking is free for zero emissions vehicles. A civil enforcement officer told me about this, but many others are unaware as are electric vehicle owners. Advertise this incentive! | We will make this clearer on Council websites and social media platforms and inform all our stakeholders. |
| 16 | Haringey business | Haringey Council's plan is misconceived. Making 'increasing the number of low emission vehicles in Haringey' the ultimate action designed to reduce pollution from road transport will be ineffective. The BBC article "Government subsidised plug-in cars may never have been charged" https://www.bbc.co.uk/news/business-46152853 illustrates that public subsidy for plug-in cars will not result in a reduction in vehicle emissions. Already, there are many reports of plug-in vehicle charging points being used as free parking spaces. Residents and many businesses are deeply concerned about pollution, however this action plan brushes over those neighbourhoods where Haringey has illegal levels of pollution, including those where illegal levels of pollution are increasing. Haringey needs to adopt a comprehensive transport strategy - | Our Air Quality Action Plan tackles air pollution in a holistic way. You can view this here: https://www.haringey.gov.uk/business/licensing-and-regulations/environment-and-waste/pollution-control/pollution-control-local-air-quality When developing our Haringey Transport Strategy, significant public consultation took place, which can be found here: https://www.haringey.gov.uk/local-democracy/have-your-say-haringey/haringeys-transport-strategy-2018-consultation |

| | | | |
|----|-------------------|--|--|
| | | see Camden's strategy - in consultation with businesses, residents and the Police, to address pollution and other transport concerns, including disabled access, cycling, walking and public transport. Without bringing all those issues that are connected together, Haringey Council will inevitably fail in making improvements for its businesses and residents. | <p>The Council is reviewing its parking charges which may review the plug-in-hybrid policy and the associated parking charges.</p> <p>Growing EV demand needs to be addressed as a separate issue and in depth, which is what this action plan seeks to do. This action plan supports the overarching Transport Strategy.</p> |
| 17 | Haringey resident | Advertise both the dangers of diesel and petrol fumes and benefits of ULEV, so that these are better acknowledged and understood by residents. Many risks from pollution can be highlighted: the higher risk of miscarriage for pregnant women, lung development problems in children, cancers, etc. Put big banners and signs along busy roads at crossing, especially where there are many shops and people walking around (for instance, near and around the clock tower in Crouch End). Advertise widely in particular to parents of school pupils (as children are disproportionately affected by air pollution), by putting appropriate large banners and signs at and around schools for parents to see at drop-off time. | <p>Agreed. The Council already do a range of measures to highlight the risks of air pollution. For example, the Council goes into schools teaching about air pollution and we have just introduced our first School Streets for Lordship Lane Primary School. More information on our Air Quality Action Plan can be found here: https://www.haringey.gov.uk/business/licensing-and-regulations/environment-and-waste/pollution-control/pollution-control-local-air-quality</p> |
| 18 | Haringey resident | <ul style="list-style-type: none"> • It has to be at national government level e.g. offering a scrappage scheme. • The battery technology has to improve significantly to hold longer charge. • Most people can't afford to be early adopters. | <p>Agreed. The GLA has announced a scrappage scheme for micro-businesses and charities, but more work needs to be done and we will lobby for this with TfL. Info on the scrappage scheme can be found here: https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/scrappage-scheme?cid=scrappage-scheme</p> <p>Battery technology is improving, and this will lead to cheaper up-front costs for electric vehicles. This will allow more people to buy EVs.</p> |

| | | | |
|----|-------------------|--|--|
| 19 | Haringey resident | I do not think the council should be focusing on promoting the use of electric cars. Cars (electric or otherwise) are a huge burden on our society. They take up a lot of public space (regardless of how many people they're carrying) which could be put to better use, they encourage sedentary lifestyles (impacting on the ill-health of our society) and they cause congestion on our roads as well as posing a constant danger to vulnerable road users. I think Haringey council should instead be focusing on making our public spaces and streets more pleasant and designing in a way which enables people to use their cars less and cycle, walk and use public transport for more of their journeys. I also dislike that many of the EV charging points I've seen in other local authorities have been installed on pavements - adding to the amount of car-related street furniture already on pavements. Haringey needs to focus on reducing the amount of car parking, and increase the number of filtered streets (to stop rat-running) and make our streets safer for walking and cycling, thereby making them more pleasant places to be. | Please see response 1. After the first phase of our new charging points, we are now seeking to install future charging points in the road. This will maintain accessibility and pedestrian movement on the footway. This will be set out in the final version of the action plan. |
| 20 | Haringey resident | The actions on charging facilities are laudable but go no way towards encouraging the uptake of electric vehicles. In fact the lack of to date of progress in the provision of on street charging facilities is hindering the growth in the use of electric vehicles and the replacement of petrol and diesel ones. We need dramatic action in our borough in two areas: 1) Conversion of lamp posts to providing charging stations. 2) Residents on street parking by the provision of cross-pavement charging. | We are seeking to trial lamp column charging this summer, with a view to extend this depending on results. We are also installing new on-street charging facilities. We cannot permit cross-paving charging as it creates a trip hazard. |
| 21 | Haringey employee | I myself drive an EV but do not have facility to charge at home so I rely on public charging. I think if there were more charging stations available more people would be willing to take the jump from petrol/diesel. I think the current lack of public charging facility is what is holding people back. | Agreed. We want to install more charging points than current demand to give the wider community and businesses faith in EVs and charging. |
| 22 | Haringey resident | We do not want ultra-low emission zone as it's already in the city of London. Stop trying to con public and make money out of us | This is outside the scope of this Strategy. The ULEZ is a TfL project to reduce air pollution, which will |

| | | | |
|----|--------------------------------|--|---|
| | | by exploiting and abuse of power with probable cause. We do not consent. | benefit all residents and those who work in the borough. Haringey Council will not benefit or profit from the ULEZ entering the borough in October 2021. |
| 23 | Morden resident | No need for ULEZ. | This is outside the scope of this Strategy. The ULEZ is a TfL project to reduce air pollution, which will benefit all residents and those who work in the borough. |
| 24 | Private hire driver | <ul style="list-style-type: none"> The way things are going looks like residents will not be owning their own vehicles and private hire or car share is way forward. Make it easier for private hire to fill the gap. Align your ULEZ limits in line with TfL as local councils all have different limits that makes it very complicated for London Drivers. | <ul style="list-style-type: none"> We will look into Mobility as a Service and how this can fill the gap. We will seek to align more of our plans with the ULEZ 2021. |
| 25 | N/A | Too expensive unless you help or give money towards buying one. | <p>The Government offers grants towards the up-front cost of an EV. Information can be found here: https://www.gov.uk/plug-in-car-van-grants</p> <p>We will promote this more clearly on the Council website.</p> |
| 26 | Haringey resident | Amend parking restrictions to advantage electric and low emission vehicles. | Please see response 14. |
| 27 | Haringey employee and resident | Community first need to be aware that in less than two years the whole of Haringey will be affected by the ULEZ. Then a question are you ready? Have you considered of the benefits of electric over petrol? The promotion needs to highlight the benefits of these cars in the competitive car industry and they also need to be affordable, automatic available, and have plans where residents at a low interest rate pay monthly payments. There needs to be partnership with various suppliers who fit the above criteria for good choice of vehicle depending on needs of resident, small medium and for large families. | Agreed. |

| | | | |
|----|-------------------|---|---|
| 28 | Haringey resident | <p>Lots more publicity needed, most people won't be on this site. Need to let people know that older cars will become undrivable very soon with the clean-air limits arriving within North Circular, so those with older cars need urgently to try to sell them on before new rules arrive. Can this be done using DVLA lists? We will never reduce car use when we treat cars as just a means of personal transport. Cars are tied up with ego, identity, symbol of 'freedom', adulthood. Masculinity as shown by Top Gear. So education of especially teenagers has to address this, but what substitute is there? Car adverts are not about pootling about shopping, they are about cruising round mountain roads. Show the effects of CPOD and asthma - blame these on drivers. Negative message but necessary.</p> | <p>Agreed. Transport for London has sent direct emails and contacted registered Congestion Charge users whose vehicles do not meet the ULEZ standards. This is being rolled out in the lead up to the expansion of the ULEZ. We will note your position regarding DVLA lists and forward onto TfL, as we want the ULEZ to be communicated thoroughly.</p> |
| 29 | Haringey resident | <p>Haringey council WWW site to have information/maps on the location of charging points and differences in the charging locations.</p> | <p>Agreed. We will upload Zap Map to the Council website so residents are more aware of charging point locations, and the types of charging points available.</p> |
| 30 | Haringey resident | <p>Active Travel and Sustainable Transport should be given priority. Simply substituting electric vehicles for petrol is of limited use, beyond its effect of reducing or displacing pollution. The ham-fisted insertion of charging points into pavements is further evidence of a lack of joined up thinking.</p> | <p>Please see response 1.</p> |
| 31 | Haringey resident | <p>Encouraging retailers to sell electric cars at lower prices and provide rechargeable station at every road and side road.</p> | <p>Unfortunately, the Council have little influence in the market price of electric vehicles. However, the price is coming down as technology improves, and there are second hand EVs on the market.</p> <p>We can provide charging points and seek to install more this year and beyond.</p> |
| 32 | Haringey resident | <p>Buy a fleet of electric bicycles, make them available to residents only, put one or two on every street in its own bay, not on the pavement. Any other electric vehicle is not going to help with</p> | <p>We are looking into bringing e-bikes into the borough. This is at an early stage and you will be updated through various forums such as the Transport Forum.</p> |

| | | | |
|----|--------------------|--|---|
| | | keeping local journeys to a minimum, indeed they will make congestion worse than it already is. | |
| 33 | Haringey resident | You should start to reduce the amount of space in the borough dedicated to parking non-electric vehicles - say 1% per year. This will disincentivise non-electric vehicle use. In addition, you should start re-designating a percentage of borough parking spaces each year for exclusive use by electric vehicles. | While we could reduce the amount of space in the borough for non-electric vehicles, we need to take a balanced and coordinated approach which takes into account both the 'take-up' of electric vehicles by drivers, and the provision of electric vehicle charging points. The Government's Office for Low Emission Vehicles is working with the Department for Transport and other bodies to provide coordination, and we do not think it appropriate at present to start introducing separate initiatives. Furthermore, we cannot overlook the fact that for many years the Government actively encouraged drivers to operate diesel vehicles. |
| 34 | Work in Haringey | Why bother you've already made your minds up. | This action plan is not a statutory requirement, and therefore does not require public consultation. We went out for public consultation as we are interested in hearing the community's thoughts and concerns. We are taking many of the comments on board, and this will be reflected in the final action plan. |
| 35 | Haringey residents | Not in favour of electric vehicles. Leave us alone. All you want to do is squeeze more and more money out of people. | The aim of promoting electric vehicle use in the borough is to decrease carbon emissions and improve air quality. Doing these, will save the borough money in the long term, as we will reduce pressure on our local health system. Running an electric vehicle is cheaper in terms of both fuel and maintenance costs, and will save residents money in the long term. The Council do not profit directly from using an electric vehicle. |

| | | | |
|----|---|---|--|
| 36 | Representing Haringey's large & active motorcycle community | <p>It's extremely disappointing and worrying that, once again, a transport document produced by Haringey Council completely ignores the existence of motorcycles and scooters, despite these being continually demonstrated as the best solution to congestion. It's clear that the authors of the plan have made no effort to engage or consult with Haringey's large, active and hardworking motorcycle and scooter riding community, despite there being an open door. This unforced error on the part of the report's authors is deeply regrettable. 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 the plan. The plan must explain how Haringey Council plans to encourage the uptake of motorcycles and scooters which in turn will reduce emissions. Haringey Council must prioritise immediate appointment of a motorcycling policy lead, whose function will be to champion the full inclusion of powered two wheelers in all forthcoming transport initiatives. Electric motorcycles and scooters must have a prominent place in the plan. This must include the provision of plentiful charging points, in particular at social and commercial hubs like on high streets and in town centres, as well as on residential streets and at all Homes for Haringey properties.</p> | <p>Approximately 1% of all transport journeys in the borough are by motorcycles.</p> <p>We will include electric motorcycles in the final version of the action plan. We will work with relevant interest groups to shape and inform the actions.</p> <p>Projects and infrastructure is already being delivered for this sector.</p> |
| 37 | Transport for London | <p>Action ID2 – add distance of charge point to current position. Link to action ID20. If charge point further than x- minute walk only than allow for a request charge point to be made.</p> <ul style="list-style-type: none"> • Work with charge point operators to make sure the charge points in your borough are publicised on their website. • Allow for a way of reporting faulty charge points. Publish details of operator as a minimum. Monitor progress. • Local press/resident newsletters | <p>We already conduct some of these, but we will add to them and make our progress clearer.</p> <p>These comments will be reflected in the final action plan.</p> |

| | | | |
|----|--|---|--|
| | | <ul style="list-style-type: none"> Publicise when sending out car parking permit renewal letters Work with residential groups, neighbourhood associations, BIDs to promote EVs Yes, by working with fleet operators to make the transition Support EV car clubs near office buildings | |
| 38 | Haringey resident | By locating charging consoles on the road and/or existing parking - NOT on the pavement. | <p>The Council notes this position. However, sometimes the pavement may have to be considered where there is significant proven benefit of having that charging point there.</p> <p>The final action plan will highlight a hierarchy for locations of new charging points. Prioritising in highway locations.</p> |
| 39 | Haringey resident | I think the more car club parking spots the better. I am going to get rid of my diesel car when the current insurance runs out because I feel so terrible driving it around the borough (and further afield). I'm going to trial just using car clubs for a while and not replacing my car. The more electric car club cars and the more convenient the spots, the more people I think would consider doing this. Especially when it's hundreds of pounds a month to lease an electric car. | The Council notes this position. We want to encourage car clubs with electric fleets entering the borough. This will be ensured through our procurement requirements. |
| 40 | Member of Hornsey and Wood Green Labour Climate Change and Environment Group | <ul style="list-style-type: none"> An important starting point for increasing public awareness is a comprehensive web area relating the need for low emission vehicles (particularly a current air quality picture) with the wider need to increase walking and cycling. This would require all departments across Haringey inc low carbon, transport, health, roads and regulatory to work together, with a resident and environmental focus, rather than a Haringey Council focus. Create promotional material on ultra-low emission vehicles and disseminate across the borough. This needs to use all the channels possible e.g. relationship with local press, | <ul style="list-style-type: none"> We will improve our webpage on EVs to be more informative. We will include the new MOT hurdles when explaining the benefits of EVs. We will seek to host more events, and for specific groups so the information provided is tailored. We have already had one event on electric mopeds – in the future we will include e-bike events. |

| | | | |
|----|-------------------|---|--|
| | | <p>community groups and website, as well as leaflets. The material should cover the downsides of diesel ownership including the new MOT hurdles and the second hand value of diesel vehicles in a decarbonising UK.</p> <ul style="list-style-type: none"> • Make residents aware of their nearest charging point. The map of local charging points should be visible on the Haringey web site straight away, rather than 'shortly'. It should insert Zap Map for comprehensive coverage – not just Haringey contracted ones and not just within the Haringey boundaries. TfL should be required to add their charge points to Zap Map to give a full picture to EV motorists. (The TfL one on the A1 Archway Rd not there) • Host events open to the public to promote electric vehicles. The promotion should be wider and more frequent (or permanent) than just twice a year. The Milton Keynes EV Experience Centre model should be adopted – perhaps in partnership with adjoining boroughs, or perhaps as 'pop ups' around London. The events should also feature e-bikes. • Issue a series of Planning Advice Notes for installing electric vehicle charging points for different user groups. Excellent – and needs to be straight away rather than 'shortly'. One advice note explain Haringey processes to get a dropped kerb to allow charging at private properties, as Haringey Policy DM34 Driveways and Front Gardens. • Raise awareness through our social media platforms and hold open sessions on the ULEZ. Similar to 1. Needs to use all the channels possible eg relationship with local press, community groups and web site. | <ul style="list-style-type: none"> • The Council notes this position with all other comments and will be reflected in our EV actions going forward. |
| 41 | Haringey resident | Banning petrol stations from the borough. | We cannot ban petrol stations from entering the borough, the number of petrol stations are already decreasing. It is unlikely that new petrol stations will be built when legislation seeks to ban petrol and diesel vehicles post 2040. |

| | | | |
|----|---------------------------|---|---|
| 42 | Haringey resident | Penalties charge like congestion charge for use of non-electric vehicles phased in over a number of years. | We are aligning with the plans of the ULEZ, but we are looking at our own parking charges to include congestion or vehicle size. |
| 43 | Haringey resident | Send flyers to people's houses. Put it in newspapers to reach young people (e.g. the Guardian). | The Council notes this position. And will increase publicity on this. |
| 44 | Haringey Cycling Campaign | Supporting text for objective to include 'an awareness of all alternatives for ULEZ compliance'. Action 1 and 3: to include 'other environmentally friendly travel options'. | The Council notes this position. While the Council does promote other environmentally friendly options, this is an action plan specifically on electric vehicle use. We will include e-bikes and e-cargo bikes in the next iteration of this action plan. |

| Objective 2. For the Council fleet to lead by example and have an all ultra-low emission fleet by 2030 | | | |
|---|-------------------|--|---|
| Do you think the Council can achieve this by 2030 and comments | | | |
| 57 responses: | | | |
| <ul style="list-style-type: none"> • 49% said yes • 35% said no • 16% said they don't know | | | |
| Response number | Respondent | Summary of response | Council's response |
| 45 | Haringey resident | The Council should set a more ambitious target than 2030. 2030 is far enough away that no action will be taken or action can be delayed because "there is enough time". The Council should have an all ultra-low emission fleet by 2025. | We will look into bringing this timeframe forward by working with our fleet manager and procurement services. |
| 46 | Haringey resident | Surely, they can achieve this by next year. They need to come down harder on diesel driven vehicles and cars that emit too much exhaust fumes. Also, make it an offence to leave engines running while parked. | Please see response 44. |
| 47 | Haringey resident | With enough investment, it is possible but it will need commitment to do so. | The Council notes this position. |
| 48 | Haringey resident | Yes. I suggest it should be earlier than 2030, given London Mayor ambition of ULEZ within A406 - 2030 is way too far... providing | Please see response 44. |

| | | | |
|----|--|---|---|
| | | support to residents via car scrappage schemes etc. need to be advertised to promote electric fleet/hybrid vehicles. | |
| 49 | Haringey resident | Policy should focus on first be on fleet reduction to what is essential. | Agreed. We will look into this. |
| 50 | Haringey resident | If it's made a top priority this and more can be achieved by 2030. Large investments need to be made and the public need to be educated on the necessity of the projects. | Please see response 44. |
| 51 | Haringey resident | This is the wrong question. Clearly, the council could achieve this target by out-sourcing all its services that include a fleet of vehicles. However there would be no benefit whatsoever to Haringey residents or businesses by doing so. If for example Haringey Council were to tender a contract to operate fleet vehicles and say the operating costs of a Haringey Council led tender were cheaper but included more expensive zero carbon vehicles, the tender could be outbid by an externally led tender. This would not make economic sense. In order to ensure that Haringey Council can effectively tender for competitive fleet vehicle associated contracts it is important that the requirements are the same for both the in-house fleet providers and partner fleet providers, whatever that date is. | This objective includes vehicles that are both the Council's fleet and outsourced. Therefore, all vehicles that the Council use will be affected. |
| 52 | Haringey resident | You don't have the right staff or motivation to achieve this. | The Council notes this position. |
| 53 | Haringey resident | It can and it should. It needs to achieve this by 2021 to save lives and the environment. | Please see response 44. |
| 54 | Haringey resident | I believe that's a very generous timeline. That's 11 years time. 11 years ago was 2008 and people didn't have smartphones (and the smartphones that weren't around weren't half as sophisticated as the ones today). Although let's hope the war in Syria will be over by then. | Please see response 44. |
| 55 | LB of Enfield resident and Ex-Councillor | Where are the tested and proven precedents in other countries? | The Council notes this position. We will look into this. |

| | | | |
|----|---|--|--|
| 56 | Haringey resident | <ul style="list-style-type: none"> • I don't know how, if you live in a block of flats or a busy street how everyone will be able to charge their cars at the same time. • Also how will you stop the charging units being vandalised? | <ul style="list-style-type: none"> • Smart chargers (which are now legally mandated by the Office for Low Emission Vehicles) and load management, can help overcome issues of many people charging at the same time. • We cannot guarantee charging points will not be vandalised, but our charging point operators will manage and maintain the points. |
| 57 | Haringey business | Haringey Council is most unlikely to achieve this and as a result it will end up outsourcing all its operations that use vehicles. This could often result in additional cost to business rates and council tax as outsourced providers may well be more expensive providers of services. | Please see response 50. |
| 58 | Haringey resident | In fact, I would think this should be possible before 2030. I don't really see why it should be necessary to wait 10 years (with the implied number of deaths and illnesses caused in this time). The technology is there, every year more choice is available for electric vehicles of all types. I would like to see more ambition from the council. | Please see response 44. |
| 59 | Civic Society and residents association | We think it is imperative that this timescale be shortened. 2025 would seem to be a reasonable objective. | Please see response 44. |
| 60 | Haringey resident | Surprisingly this is way behind the implementation of the ULEZ. Are Haringey happy to pay the surcharges imposed by the Mayor? | All of our vehicles will be compliant with the ULEZ. However, being compliant with the ULEZ does not necessarily mean the vehicles are electric. |
| 61 | Private hire driver | It is possible if there is improvement in technology to improve the range of the electric car plus super-fast charging points at filling stations as having charging point outside every house is impossible. | Agreed. |
| 62 | Haringey Living Streets | 2030 is too late for this. It is likely that by then, if bolder steps are not taken, the earth will have tipped into irreversible decline. | Please see response 44. |

| | | | |
|----|-------------------|--|--|
| | | 2025 is the latest acceptable date. The staff travel plan should prioritise travel other than by car. It should be a condition of contracts with partners that their vehicle should be nil-emission. Where partners are individual owner-drivers this could include a financial incentive, to be paid where appropriate by firms using sub-contractors. | |
| 63 | Haringey resident | Needs to be done - earlier if possible. Haringey air is seriously bad for our children's health. | Please see response 44. |
| 64 | Haringey resident | <ul style="list-style-type: none"> It all depends on campaigns and how often they are undertaken. It is also important that when a resident/business purchases an electric car there is a government agreement that those details must be shared with local authorities so that adequate points can be placed around the borough for charging of the cars. Also where there are CPZ there should be a time restriction to this to prevent people from using the space as a parking space to get to work. | <ul style="list-style-type: none"> The Office for Low Emission Vehicles publishes quarterly data on electric vehicle registrations. This info can be found here: https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01 We also collect charging point requests to allocate charging points. We will forward on the CPZ comment to our Parking team. |
| 65 | Haringey resident | Depends on whether the cuts are ongoing. | Cuts are ongoing however, EVs will provide economic benefits in the long term. |
| 66 | Haringey resident | I think the objective should be earlier. We have a public health crisis with air pollution and action needs to be faster. | Please see response 44. |
| 67 | Haringey resident | I will vote for any council that commits to this. | The Council notes this position. |
| 68 | Haringey resident | The council ought to consider providing electric bicycles to their staff. | We already have one e-bike, and other regular bikes. We are looking into where more e-bikes can be applicable within staff travel. |
| 69 | Haringey resident | I feel very strongly it not only can but must. I wonder even if in the future our young people will consider taking our councils/Gov to court over the high pollution which is and will affect their health for a lifetime. | The Council notes this position. |
| 70 | Haringey resident | Judging by your desire and ability to enable walking and cycling - no. Sorry. | The Council notes this position. |
| 71 | Works in Haringey | I hope not. | The Council notes this position. |
| 72 | Haringey resident | It's essential that they do this, given the climate emergency. | The Council notes this position. |

| | | | |
|----|--|--|---|
| 73 | Representing Haringey's large & active motorcycle community | If you exclude motorcycles and scooters, you certainly won't. 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. A University of Leuven study found that if 10% of road users switch to powered two wheelers, congestion reduces by 40%; and if 25% switch congestion is eliminated fully. Haringey Council should take the lead by offering all council staff and other public sector employees in the borough free or heavily subsidised electric motorcycles and scooters, as well as the necessary training with a reputable provider to ensure staff derive the most from riding them. | Bikes and motorcycles are useful in some contexts for Council use, but not all. We will work our Fleet Manager and procurement services to determine if and where bikes and motorcycles are suitable. |
| 74 | Transport for London | <ul style="list-style-type: none"> • Install charge points at work/near work to facilitate charging for staff vehicles. • Add trials for staff to give up their conventional vehicle for a period of time to trial an EV • Implement charge points in depots. Consider making them publically accessible, or shared access to increase utilisation | <ul style="list-style-type: none"> • We will look into installing charging points for staff use. We currently only have charging points available for pool cars, used by our staff. • We are currently redesigning a new Council depot with EV charging, including looking at shared public use. • We offer short and long-term EV test drives to Council staff. |
| 75 | Member of Hornsey and Wood Green Labour Climate Change and Environment Group | The proposals are in the context of reducing carbon emissions to restrict global heating to only a 2°C rise to minimise climate breakdown. Since the work was commissioned though, it has become apparent that every individual and public authority will have to do as much as possible, as soon as possible to restrict the rise to only 1.5°C. Most of the actions can be brought forward. | Please see response 44. |
| 76 | Haringey resident | It's unfeasible for the council to achieve anything. | The Council notes this position. However, we are already making progress in this area. |
| 77 | Haringey Cycling Campaign | Include bicycles, e-bikes and e-ptws in all evaluation of Council and Council staff future transport needs. | Bikes and e-bikes are already included within staff travel plans. We will make this clearer in the revised action plan. |

Objective 3. Collaboration with partners to ensure all commercial fleets operating in the borough use only ultra-low emission vehicles by 2040.

In addition to our proposed actions, what more can the Council do to support partners to achieve this ambition?

| Response number | Respondent | Summary of response | Council's response |
|------------------------|---------------------|--|--|
| 78 | A Haringey resident | As above, the target is not ambitious enough. Even if all partners in the borough have just bought new ICE vehicles in 2018, their useful commercial life is going to be much less than the 21 years between 2019 and 2040. This target should be bought up to 2030 at the very latest. 11 years is plenty of time for any new fleets that have been bought in 2018 to be used. An 11 year notice period is already a long time, giving commercial partners a target date of 2040 is simply letting them ignore that date. | We will do further work with partners to understand if this deadline can be brought forward. |
| 79 | A Haringey resident | I repeat: I don't think Haringey Council should be putting its efforts into encouraging further car use (electric or otherwise). Haringey Council needs to getting more residents to choose active travel for the majority of their journeys. Both the Department for Transport and TfL clearly state that the vast majority of car journeys are under 5 miles - a distance which is easily achieved by walking or cycling. Instead of focussing on electric vehicle use, Haringey needs to be focussing on modernising our streets by rapidly discouraging car use by installing modal filtering on all streets and making cycling and walking the more attractive option by building infrastructure for it. Encouraging car use and doing nowhere near enough to get more people cycling and walking will do nothing about congestion, will do nothing about the amount public space taken up by parked cars, and will do nothing to reverse sedentary lifestyles caused by driving. | Please see response 1. |
| 80 | A Haringey resident | <ul style="list-style-type: none"> • Just by cutting diesel emissions in the borough and stopping and checking drivers whose car fumes are above legal limit, as well as fining drivers who run standing engines Haringey could achieve its targets. • Offering rewards for green businesses to run electric cars would also help. | <p>The Council notes this position. The Council is investigating enforcement action around idling.</p> <p>The GLA has announced a scrappage scheme for micro-businesses. Info on this can be found here: https://tfl.gov.uk/modes/driving/ultra-</p> |

| | | | |
|----|---------------------|---|--|
| | | <ul style="list-style-type: none"> Banning new developments that allow car parking would help too. | low-emission-zone/scrappage-scheme?cid=scrappage-scheme The Council actively promotes car free developments through planning. |
| 81 | A Haringey resident | Partner with the private sector to encourage investment in the local area, create opportunities for business to thrive and regenerate the area of Wood Green. | The Council notes this position and will include it within the final action plan. |
| 82 | A Haringey resident | Absolutely yes, it's a shame, 2040 is too far. When we know our current air pollution levels are over EU and WHO standards, this should be treated as urgency than technical possibilities of changing over the fleet/vehicles. I would say 2030 the max. | The Council notes this position. We will look into bringing this timeframe forward. |
| 83 | A Haringey resident | Provide financial incentives. Help people transition. | Please see responses 18 and 25. |
| 84 | Haringey business | <ul style="list-style-type: none"> In order to ensure that Haringey Council can effectively tender for competitive fleet vehicle associated contracts it is important that the requirements are the same for both the in-house fleet providers and partner fleet providers, whatever that date is. Haringey Council needs to ensure that all new contracts being procured include a term in the legal contract for carbon matters. That term would need to refer to a contract schedule detailing all the requirements on carbon matters, maximum age of fleet vehicles and targets for emissions per vehicle in the years approaching 2040. See TfL website for how this can be structured. Contracts in place, including rolling contracts without specific re-tender dates, all need to be reviewed to identify a timeline for re-tender so as to ensure economically efficient carbon compliant contracts are in place. They should operate on the same principle as Living Wage employer compliance for partners and contractors. Non-contractual partners including partners through grant arrangements and | <ul style="list-style-type: none"> Our contracts refer to carbon matters, including the points you have raised. Our permit pricing is done on carbon emissions. More information can be found here: https://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits/permits-price-list We are currently working on revising our parking permits to include air pollution and congestion/vehicle size. |

| | | | |
|----|-------------------|---|---|
| | | <p>interests in land, such as commercial tenants should be similarly treated.</p> <ul style="list-style-type: none"> • There should be differential rates for business parking permits and visitors permits depending on vehicle emissions. The will act as a carrot to zero carbon oriented businesses and a stick to polluters, providing an incentive to ensure the polluter pays. | |
| 85 | Haringey resident | Show the whole equation i.e. cost of scrapping existing vehicles and creating new ones v environmental savings made, if the full equation is positive people may be more inclined to participate. | We will look into studies showing this. We are currently conducting fleet reviews across the borough e.g. Arriva's support vehicles. A report is issued to show the economic benefits (and beyond) of switching to an EV. We are currently looking to roll this out to residents. |
| 86 | Haringey resident | Bring forward these proposals by 19 years. Another 21 years of pollution may be toxic for many people in the borough: degrees of pollution plus length of time being exposed to it. It needs to take priority. | Please see response 80. |
| 87 | Haringey resident | Ah come on in all fairness- 2014. Jesus Christ it shouldn't take that long. That shows how committed you really are to improving the health of residents in the borough and the environment. The tender requirements need to stipulate that their vehicles are ultra-low emission (and from Haringey's contract register there are only three contracts that continue beyond 2025 one of which appears to run until 30/11/2205 with Cavendish Cars which I hope is a typo). Although those mini buses that bring children in wheelchairs etc. to school (can't remember the company name) have nearly run me over on my bike about five times in the past few years (I swear I'm a safe cyclist). | Please see response 80. |
| 88 | Haringey resident | How will I know if I need a new car to avoid the charges? | TfL has a vehicle checker on their website, to see if you are compliant or not. We will make this clearer on the Council website. Please go to the webpage: |

| | | | |
|----|--|---|--|
| | | | https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/check-your-vehicle |
| 89 | LB of Enfield resident and Ex-Councillor | Provide tested and proven healthy and economic precedents in other countries. | The Council notes this position and will signpost to further information in web pages. |
| 90 | Haringey resident | Lots of charging units. | The Council notes this position. |
| 91 | Haringey business | Haringey Council will need to ensure that these and other requirements are written into the contracts, leases and grant agreements that it has with its partners. | Agreed. |
| 92 | Haringey resident | I would like to see a scheme whereby financial incentive is given for various partners to take up ULEV. For instance, can there be council tax break for taxi drivers living in Haringey who use electric taxis? Could there be financial incentive to companies operating in Haringey? | The Council notes this position and will review this as an option in the Council's Economic Development Strategy. |
| 93 | Civic Society and residents association | Again, the aim should be to complete this by 2025. There is a problem with organisations, which employ so-called 'independent' drivers who use their own vehicles. There should be a scheme obliging organisations to specify vehicle type when awarding contracts and be prepared to assist drivers to comply. | Please see response 80. |
| 94 | Haringey resident | Without significant initiatives in charging provision, unlikely to succeed. | The Council notes this position. |
| 95 | Haringey employee | The most important thing I think is having more public charging stations. | The Council notes this position. The Council is developing an action plan to deliver this. |
| 96 | Private hire driver | All councils should align with TfL ULEZ limits. | We will be compliant with ULEZ standards in 2021. However, to be ULEZ compliant, does not necessarily mean you have to have an EV. New diesel and petrol models are compliant. |
| 97 | N/A | Invest on people in the borough to get rid of old cars and buy them | Please see response 18 and 25. |
| 98 | Haringey Living Streets | Objective 3.18 is referenced above - contractors being required to use nil-emission vehicles. | A phased approach over time will allow the fleet to be renewed at the end of a vehicles working life. |

| | | | |
|-----|---|---|---|
| 99 | Haringey resident | Ensure contracts are actually kept to. Penalise if not. | The Council notes this position. There are penalties already in place in our contracts. |
| 100 | Haringey resident | Provide competitive rates for loans to purchase these (they have to be slightly better than what is currently out there). | The Council notes this position. |
| 101 | Haringey resident | Make it a condition of contracts that 'partners' have to at least show written intention to dump diesel. | In our procurement documents, we ask partners to demonstrate how they will align with the ULEZ and phase out combustion vehicles. |
| 102 | Haringey resident | Impose fines. | The Council notes this position. The ULEZ entering the borough in 2021 will impose a fine on non-compliant vehicles. Local parking charges are based on emissions. |
| 103 | Haringey resident | Preferential parking zones. Especially near schools. | We have launched our first School Streets at Lordship Lane Primary School. We are seeking to roll this out across the borough. |
| 104 | Haringey resident | New leadership, new priorities. Taking Climate Change seriously instead of a piecemeal approach accompanied by jargon and bureaucratise ... | Climate change is a high priority of our leadership. |
| 105 | Waltham Forest | Encourage people of giving them help to buy electric vehicles scheme. | Please see responses 18, 25 and 98. |
| 106 | Haringey resident | I feel this is too lenient, and needs to be much sooner. | Please see response 80. |
| 107 | Haringey resident | Build segregated bike lanes on Green Lanes. | We will forward this comment on to our Transport Planning team. |
| 108 | Haringey resident | You need to create criteria by which contracts are offered based on the type of vehicles the contractors use. The more polluting the fleet, the less likely that they should be offered the contract. With luck, they might start to upgrade their fleets - but perhaps this is not guaranteed. | The Council notes this position. This is set out in the Council's procurement criteria. Contractors will have to meet our criteria before they can operate in the borough. We will work with private businesses contracts to improve their fleet. |
| 109 | Work in Haringey | Help locals with any costs. | Please see responses 18 and 25. |
| 110 | Representing Haringey's large & active motorcycle community | If you improve road safety, partners will be more confident to supply their workers with ultra-low emission petrol powered motorcycles and scooters as well as electric motorcycles and scooters. Uptake of electric motorcycles and scooters will increase | The Council notes this position. We will forward this response to our Transport Planning team and TfL. |

| | | | |
|-----|----------------------|---|--|
| | | <p>if riders feel safe on Haringey's roads: currently we do not. Haringey Council must prioritise enabling powered two wheelers to be able to access all bus lanes. TfL studies have shown that this improves safety for all road users. Haringey has significantly lagged behind the rest of London in this area. This simple inexpensive improvement will save many lives and greatly improve safety. It should also implement advance stop lines for powered two wheelers on the right side of advance stop boxes. These have also been proven to improve safety. The Mayor of London has urged London Borough to ensure that motorcycle and scooters should be able to access all bus lanes. A hard deadline for enacting this important change must be included in the Plan. Haringey Council must 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 plan, as it will encourage the uptake of motorcycling and thereby reduce emissions.</p> | |
| 111 | Transport for London | <ul style="list-style-type: none"> • Work with EV operators and car clubs to convert existing car club bays to EV • Work with fleet operators to implement charge points in depots. Share with other fleet operators. Consider making them publically accessible. • Implement on street charging points • Install rapid charge points at taxi ranks or rest facilities • ID 22 should include taxis and private hire vehicles • Support planning application to install EV charge points in developments that are not car free • Educate Planners, Highways Engineers, Councillors to better understand the new challenges and what best practice should look like for Haringey to gain maximum support in achieving your objectives | The Council notes this position. We will include this within the final version of the Action Plan. |

| | | | |
|-----|-------------------|--|---|
| 112 | Haringey resident | Make cycling safer and create segregated lanes so businesses and couriers can use bikes where possible. | The Council notes this position. This issue will be picked up in the Council's Cycling and Walking Action Plan. |
| 113 | Haringey resident | <p>Although there are "only a handful of Council owned vehicles remaining" (p21) actions 8, 9 and 10 are valuable, and demonstrate leadership.</p> <ul style="list-style-type: none"> • Increase the number of electric, hydrogen, hybrid and cleaner vehicles in the boroughs' fleet. The work to analyse costs and savings to the Council of procuring EV rather than ICE (considering whole life cost/benefits inc. leasing) will be really valuable to demonstrate whole Life Costs to businesses, particularly once ULEZ costs are added from Oct 2021. No more ICE vehicles should be procured by Haringey. • Review use of staff car club cars and investigate viability of buying more. Ditto. • Review Staff Travel Plan and staff travel payments to incentivise use of cleaner vehicles. Ditto, and including any plans to charge for staff parking that may be implemented during the period. • Increase the number of ULEVs in partner fleets through procurement process. All new and renegotiated contracts with these partners should require transition to EV fleets for new procurement straight away, rather than short to medium. Haringey has a contract with Veolia Environmental Services "At the start of the contract a Carbon Reduction Plan will be agreed via the Partnership Board and reviewed quarterly against key performance indicators including NI 185 and CO2 (eq) per Mile". This has been interpreted as favouring diesel trucks. The next quarterly review should require an ambitious transition plan to EV/Hydrogen to address Air Pollution as well as CO2. | <p>The Council notes this position.</p> <ul style="list-style-type: none"> • We are currently working on a review of the Council's fleet. • Agree to all other comments and we will include this within the final version of the Action Plan. |

| | | | |
|-----|---------------------------|--|---|
| 114 | Haringey resident | Conflicting priorities for businesses, don't always care about air pollution. Only those with good jobs etc./can buy an EV and are already educated. | The Council notes this position. We want to help educate the wider community and businesses better on the benefits of EVs so they can make better informed choices. |
| 115 | Haringey Cycling Campaign | Action 18: include e-cargo bikes. | The Council agrees and this will be included in the next iteration of the action plan. |

| Objective 4. To develop an electric vehicle charging network in line with expected demand over the next 10 years. | | | |
|--|-------------------|--|---|
| Where do you think standard charging points are best suited? | | | |
| a) In the carriageway b) on the pavement c) in car parks/off-street hubs | | | |
| 51 responses: | | | |
| <ul style="list-style-type: none"> • 22% said in the carriageway • 35% said on the pavement • 43% said in off-street hubs | | | |
| Response number | Respondent | Summary of response | Council's response |
| 116 | Haringey resident | Pavement space should not be taken for the privileged few who own EVs. Pavement width is already limited across much of the borough, and the charging points themselves are quite wide. As the charging points are a benefit to car owners, carriageway space should be used at all times. | The Council notes this position. The final version of the Action Plan will set out a hierarchy of places where the points will be located. Within the carriageway will be the ideal first location. |
| 117 | Haringey resident | Charging points should most certainly NOT be located on pavements. Our pavements are already too often obstructed by objects relating to driving - bollards, fences, road signs, diversion signs, parking ticket machines, parking signs, etc. I also don't think they should take up valuable road space either. A parked car together with a charging point will take far too much road space. There is already too little road space for safe cycling as it is, and taking away more space from cycling to install charging points would have a negative and dangerous impact on active travel. | The Council notes this position. The final version of the Action Plan will set out a hierarchy of places where the points will be located. Within the carriageway will be the ideal first location. |

| | | | |
|-----|-------------------|---|---|
| 118 | Haringey resident | On the roadside kerb without hampering cyclist lanes. | Charging points will not be placed where there is a cycle path. |
| 119 | Haringey resident | If they are designed correctly they could be built in to the kerb line of on street residents parking areas and for visitors to the area off street parking hubs would be best suited. The use of multiple story car parks would also be useful. | Charging points will be located in a mix of both on and off street locations e.g. in the road, and in car parks. |
| 120 | Haringey resident | Also in residential parking bays. | The Council notes this position. |
| 121 | Haringey resident | Charging points should be provided by the industry. The industry should have answers as to how their vehicles are best serviced. Practical decisions on matters such as location and scale should be determined through the Planning Process and Planning Applications - just as any other fuel station. If there is major take-up, given the length of time taken to charge up, how can sufficient points be provided? Or is there to be a point at every dwelling - another standard service feature like a water main. In which case the call on the electricity supply would be huge. I hope that the calculations have been run and the electricity suppliers have tested feasibility. | Agreed. The Council undertakes this process. |
| 122 | Haringey business | Charging points should never be on the pavement because they present a danger to disabled people and parents with young children. The pavement charging points on Stanhope Road N8 already cause and obstruction, preventing wheelchair users and parents with young children from using the pavement safely. Those obsessed with parking are likely to say the charging points should be on the pavement. Very few disabled people are likely to say they should be in the pavement. Wherever there is a charging point there should be cycle parking close by. | The Council notes this position. The final version of the Action Plan will set out a hierarchy of places where the points will be located. Within the carriageway will be the ideal first location. Pavement widths for safe movement will be maintained. |
| 123 | Haringey resident | Private houses where off street parking is available as was done in Scotland. | Agreed. It is up to the household owner to install a charging point on their driveway. |
| 124 | Haringey resident | Everywhere, but ensuring that the pavements are free and safe for people. | Agreed. Charging points need to be widespread and accessible, while maintaining a safe road and pavement space for all. |

| | | | |
|-----|--|--|---|
| 125 | Haringey resident | Wherever residents park that won't lead to dangerous parking e.g. blocking of pavements like what happens on Scotland Green. Car parks where relevant e.g. a block of flats that has a designated car park can have one or two but ultimately place them where they are accessible to people, won't lead to more traffic on smaller streets and won't be hijacked by one person. | Please see response 116. |
| 126 | LB of Enfield resident and Ex-Councillor | Existing petrol stations. | Agreed. This is reflected in our action plan. |
| 127 | Haringey resident | There would have to be one for every so many cars. | Agreed. We are currently working towards a 1 to 4 ratio of charging point to EV users. However, this may change when there is greater understanding about charging needs and patterns and longer ranges are achieved by the vehicles. |
| 128 | Haringey business | We do not have petrol or diesel pumps dotted all over the place and we do not need the same for electric charging points. | Charging an electric car and refuelling a petrol or diesel car are two different activities, and require different circumstances. As charging technology improves and cars can charge a lot faster, it is possible that people will charge their cars as they refuel a petrol or diesel car. However, if using a slow or standard charging point, it will take 8-12 hours to charge your car. Therefore, most EV users will not want to leave their car at a station/hub for that long. |
| 129 | Haringey resident | Standard charging points should be located at every location where vehicles would normally park. This includes off street car parks and street parking. | Agreed. |
| 130 | Haringey resident | If they must exist at all, then definitely not on pavements. And ideally not in the carriageway either. Carriageways are already clogged full of parked cars which rarely get used (the RAC Foundation reports that cars are only ever in use for 4% of the time!). The precious spaces left in carriageways should be | Walking and cycling are the Council's priority. We will not compromise a cycle path for a charging point, as this will send out the wrong message. |

| | | | |
|-----|-------------------------|---|---|
| | | designed to enable cycling (either by filtering streets or by building good quality cycle lanes). Putting charging points in the carriageway will now help achieve this goal. People are expected to charge their electric bikes at home. Why shouldn't motorists do the same? | The majority of charging will be done at home, and we are facilitating this by providing on-street, residential charging. |
| 131 | Haringey Employee | On street. | Agreed. |
| 132 | Haringey resident | Petrol stations. | Agreed. |
| 133 | Private hire driver | As we move away from diesel and petroleum filling stations is obvious progression for charging. | A mix of locations will be needed – petrol stations will be a part of this. |
| 134 | Haringey Living Streets | It is Council policy to prefer charging points to be on the carriageway rather than on the pavement (where it is not practical to locate them off-street). However, observation suggests that this is not happening and charging points are being sited on the pavements unnecessarily. There are objections that siting charging points in the road would be a danger to cyclists. However as these would be in car parking spaces cyclists they would be shielded by parked cars. | After installing our first phase of charging points, we have learnt lessons regarding siting of charging points. Going forward, we aim to install charging points in the carriageway. As walking and cycling are the Council's priority, we would not install charging points where it would be to the detriment of cyclists. |
| 135 | Haringey resident | Did not understand what is meant by off street hubs/ With the increase of cars purchase I believe possible all 3 above. | Apologies. We will make this clearer in our revised action plan. An example of an off-street hub is a car park – somewhere that is not on the street and where charging points can be clustered together. |
| 136 | Haringey resident | Should actively, confidently and assertively endeavour to replace parking places. There should be an active and assertive policy to reduce net parking capacity in the Borough. I recognise this needs political will that is currently absent. | We have been reducing parking spaces in the borough. This comment will be forwarded onto our Parking team. |
| 137 | Waltham Forest | At all places, car parks, side roads, main roads. | Agreed. Different locations will be provided. |
| 138 | Haringey resident | Perhaps areas where public use often such as in GP/health centre car parks, near public parks, supermarket parking zones, and the like. | Agreed. Different locations will be provided. |
| 139 | Haringey resident | Absolutely not on the pavement. | The Council agrees for most locations but there are some locations where a charging point may |

| | | | |
|-----|---|--|---|
| | | | need to go into the pavement. This is a final option. |
| 140 | Haringey resident | Nowhere. | We have EV users in the borough who require charging facilities. EV demand is set to grow over the next decade and therefore we need to be ready for this. |
| 141 | Haringey resident | The most important point is the quantity of them, not their type of location. This is because most people will not be able to charge their EV at home because of the lack of off-street parking, and charging at a standard charging point takes several hours so people will need to feel that their car is only a 5-10 minute walk away at most for it to feel convenient. | Whilst quantity is an important issue, the type of location is also important, to ensure the type of charging (slow, fast, rapid) can match up to the location. For example, a slow charger is best suited for overnight charging in residential areas. |
| 142 | Representing Haringey's large & active motorcycle community | Electric motorcycles and scooters must have a prominent place in the plan. This must include the provision of plentiful charging points, in particular at social and commercial hubs like on high streets and in town centres, as well as on residential streets and at all Homes for Haringey properties. | The Council notes this position. The deployment of charging points will be designed for a range of user groups, including vans, car drivers, and motorbike riders. |
| 143 | Transport for London | <ul style="list-style-type: none"> • Where possible not on the pavement to maximise pedestrian access. • Placing them on build outs allows maximum pedestrian comfort space, but can be costly but when there is no sufficient space on the pavement may be the only option. There are also other considerations to take into account such as safety of the infrastructure, drainage, cyclist etc. • Making maximum use of lamp column charge points as it provides the lowest cost option for the installation of slow chargers. | Agreed. The final version of the Action Plan will set out a hierarchy of places where the points will be located. Within the carriageway will be the ideal first location. We are due to trial lamp column charging in 2019. |
| 144 | Haringey resident | It's worrying that the pavement is even being considered. | In some instances we need to consider the pavement where there is proven significant benefit of having a charging point there, and where there is sufficient space on the footway. |
| 145 | Member of Hornsey and Wood | It depends on the location and local residents should be consulted, as well as the Parsons Brinckerhoff paper on the | Agreed. Local residents and businesses are always consulted through a statutory Traffic |

| | | | |
|-----|---|---|---|
| | Green Labour Climate Change and Environment Group | subject. http://content.tfl.gov.uk/ev-charging-options-for-homes-without-offstreet-parking.pdf . This only refers to public charging points commissioned by Haringey, but private ones, and TfL ones should also take into account the local situation. | Management Order process when installing new charging points. We have used the study previously to learn more about off-street charging however, is slightly outdated as it was published in 2015. We will promote best practice for installing points to all other potential installers. |
| 146 | Haringey resident | Do not take already limited pedestrian space up for more convince for drivers. It's for a car, goes in the road. | We aim to install all charging points in the carriageway. However, we have to consider the pavement in some cases but only where there is no other option. |
| 147 | Haringey Cycling Campaign | For standard chargers: instead of 'where there is sufficient space' include 'where there is 2.5 metres clear width.' For rapid chargers: include 'on the pavement if a 2.5 metre clear width remains' instead of 'where there is sufficient space'. Include: in all instances installations must not inhibit existing or future active travel use, for example by compromising carriageway space that could be safe space for cycling.' | The Council notes this position however, charging point design and layout works towards the guidance set by Inclusive Mobility (2002) which states: ideally the width of the footway should be 2000 mm to facilitate two people in wheelchairs to pass each other comfortably. Where this width is not possible, a clear width of 1500 mm should be provided, with an absolute clear minimum width of 1000mm in exceptional cases. The phrase 'clear' refers to the effective width taking into account permanent obstacles on the footway such as street lamp standards, trees, telegraph poles, bus shelters for example. No charging points will be installed where it will impede on cycling uptake. |

Objective 4. To develop an electric vehicle charging network in line with expected demand over the next 10 years.

Where do you think rapid charging points are best suited?

In the carriageway b) on the pavement c) in car parks/off-street hubs

48 responses:

- 19% said in the carriageway
- 27% said on the pavement
- 54% said in off-street hubs

| Response number | Respondent | Summary of response | Council's response |
|-----------------|-------------------|---|---|
| 148 | Haringey resident | The type of charging point should have no bearing on their placement. | The type of charging point (be it standard or rapid) has a bearing on the placement as they are different sizes, and serve different needs and/or user groups. They also have different end user costs. |
| 149 | Haringey resident | Charging points should most certainly NOT be located on pavements. Our pavements are already too often obstructed by objects relating to driving - bollards, fences, road signs, diversion signs, parking ticket machines, parking signs, etc. I also don't think they should take up valuable road space either. A parked car together with a charging point will take far too much road space. There is already too little road space for safe cycling as it is, and taking away more space from cycling to install charging points would have a negative and dangerous impact on active travel. | Please see response 143. |
| 150 | Haringey resident | On road surfaces as that's where cars are. Anywhere else hampers cyclists and pedestrians. We are penalising motorists here not pedestrians and cyclists. | Please see response 143. |
| 151 | Haringey business | Charging points should never be on the pavement because they present a danger to disabled people and parents with young children. Wherever there is a charging point there should be cycle parking close by. Haringey Council says that it estimates that 3,000 charging points will be needed. Haringey Council needed to ask itself how many filling station points presently exist for petrol and diesel vehicles. Are there 3,000? Rapid charging points can charge an electric vehicle in roughly the the same amount of time taken to fill a vehicle with fuel at a filling station. When petrol vehicles began to increase in number there | Please see response 143. |

| | | | |
|-----|--|---|---|
| | | were many more single point one man attended filling stations in many locations. As multiple filling point stations increased in number and were in use for greater amounts of time, single point filling stations became obsolete because there were in use for such small amounts of time. It clearly makes sense for rapid charging points to be installed at filling stations, car parks etc. | |
| 152 | Haringey resident | Public buildings that people visit. | The Council notes this position. The deployment of charging points will be designed for a range of user groups, including vans, car drivers, and motorbike riders. In a range of locations where we can demonstrate demand. |
| 153 | Haringey resident | Everywhere, but ensuring that pavements are free and safe for people. | Agreed. |
| 154 | LB of Enfield resident and Ex-Councillor | Existing petrol stations. | The Council notes this position. |
| 155 | Haringey business | We do not have petrol or diesel pumps dotted all over the place and we do not need the same for electric charging points. | Please see response 125. |
| 156 | Civic Society and residents association | The policy is to locate charging points on the carriageway wherever possible but observation suggests that this is not taken seriously. Charging points might, for example, be located in 'parklets' on the street. | We have learnt from our first phase of charging points. Going forward, we are prioritising build outs and looking into parklets. |
| 157 | Haringey Employee | On street is probably best as people want to be able to charge quickly and go. | Agreed. |
| 158 | Haringey resident | Outside people's houses. | The Council notes this position. It is very unlikely that charging points will directly outside household who would want a point. It may be down the road as it would have to consider safety issues and power supply. |
| 159 | Private hire driver | As we move away from diesel and petroleum filling stations is obvious progression for charging | Petrol stations as a location for charging points will be part of the mix. |
| 160 | Haringey resident | Depends what off street hubs mean. | Please see response 132. |

| | | | |
|-----|---|--|---|
| 161 | Haringey resident | Should actively, confidently and assertively endeavour to replace parking places. There should be an active and assertive policy to reduce net parking capacity in the Borough. I recognise this needs political will that is currently absent. | We take the view that both national and London parking policy development is designed to encourage use of low emissions vehicles and discourage use of high polluting vehicles. Council permit charges are also emissions-based. More importantly we find that Controlled Parking Zones (CPZ) are very efficient in stopping obstructive and extraneous parking, and we therefore do not see any current need for additional measures in this respect. We take the view that parking policy needs to be coordinated and not left to the discretion of individual councils, and current London traffic management policy shows there is sufficient political will to introduce change. |
| 162 | Waltham Forest | Again, at all locations, seeing is believing if drivers see charging places at all location this will encourage them in buying electric cars. | Agree with this sentiment – visible and plentiful charging infrastructure gives people confidence in EVs. |
| 163 | Haringey resident | I'm not able to say with confidence, as this is a tech question to a degree. | Thank you for your response. |
| 164 | Haringey resident | Absolutely not on the pavement. | Please see response 143. |
| 165 | Haringey resident | On lampposts. | Agreed. We will be trialling lamp column charging in 2019. |
| 166 | Haringey resident | As above, the most important point is quantity not type of location. | Please see response 138. |
| 167 | Representing Haringey's large & active motorcycle community | Electric motorcycles and scooters must have a prominent place in the plan. This must include the provision of plentiful charging points, in particular at social and commercial hubs like on high streets and in town centres, as well as on residential streets and at all Homes for Haringey properties. | Please see response 36. |
| 168 | Transport for London | <ul style="list-style-type: none"> • Retail with car parking facilities • Safeguard land for hubs in the future now as we believe this is where the focus for future rapids will lie | Agreed. |

| | | | |
|-----|---------------------------|--|---|
| 169 | Haringey resident | Maybe the drivers would slow down a little. | The Council notes this position. However, this is outside of the scope of this Action Plan. |
| 170 | Haringey Cycling Campaign | Action 27: Charging points should not impede the footway, should only take footway space as a last resort and only then if a 2.5 metre clear width remains to ensure there is clear access for wheelchair users and pushchairs. Charging points should be installed on the carriageway where it feasible to do so in preference to installation on the footway. Ensure existing and potential cycling routes are not obstructed. | Please see response 147. |

| |
|---|
| Objective 5. To be a leader in innovation for carbon-friendly and cost-efficient charging technology. |
| Do you agree the proposed actions on innovation? |
| 60 responses: <ul style="list-style-type: none"> • 42% said yes • 45% said no • 13% said they don't know |

| General comments | | | |
|------------------|-------------------|---|------------------------|
| Response number | Respondent | Summary of response | Council's response |
| 171 | Haringey resident | Again. I would strongly urge Haringey Council to focus instead on plans to enable active travel in the borough. The vast majority of Haringey residents do not own a car. Together with an air pollution and road congestion crisis and an obesity epidemic, I find it shocking that Haringey think electric vehicles are some sort of answer to these problems! <ul style="list-style-type: none"> • Firstly, electric vehicles are NOT emission-free. They still produce brake and tyre dust and ultimately are still charged using electricity generated from fossil fuels. | Please see response 1. |

| | | | |
|-----|-------------------|--|--|
| | | <ul style="list-style-type: none"> • Secondly, electric vehicles do nothing to solve our road congestion problems and the issue of vast amounts of public space taken up by parking. • Thirdly, encouraging electric vehicle use also does nothing about making our borough a healthier place, as it still encourages inactivity in adults and children. I would strongly urge that Haringey instead focus on enabling active travel by building a network of safe cycle lanes and installing modal filtering on all residential streets. Time and time again, the Department for Transport and Transport for London have reported that the vast majority of car journeys are under 5 miles and can easily be completed by foot or cycle. Why aren't more people doing just that? And what is Haringey doing to enable people to make the right choices? | |
| 172 | Haringey resident | I agree with any move to cut back on exhaust fumes in Haringey and improve air quality in the borough for its residents. | Agreed. |
| 173 | Haringey resident | Please incorporate the use of electric vehicles such as electric scooters and bikes as they encourage a lot more people to not use cars. They also help integrate your public transport network. Charge points must be easy to use, reliable, cost effective and be well placed for residents as a priority | Please see response 36. |
| 174 | Haringey resident | It's way too slow, given the level of air pollution levels in place esp in Haringey the dates should be more tight, boroughs like Westminster are all set to be ULEZ by 9th April 2019 so why does Haringey need 2040?? It's a shame, politicians should be brave and push for harder targets for the benefit of its residents and esp children who are suffering the most. | The Council are not introducing an Ultra-Low Emission Zone in 2040. TfL will introduce this to Haringey in October 2021. |
| 175 | Haringey resident | More families are struggling with money. I don't think it's fair because you want to gain money and not helping the community. I think more teenagers are committing crime partly because parent can not afford to support them enough. | Please see response 35. |
| 176 | Haringey business | The action plan is excessively car-centric and fails to include the needs of pedestrians and cyclists. The action plan is a silo plan and fails to integrate with the Mayor of London's Transport Strategy or any other strategy. The Action Plan also fails to address the needs of people with particular protected characteristics including Disabled people, and as a results fails in its duties under the Equality Act 2010. This plan appears to have been written by | Please see response 1. This action plan supports our overarching Haringey Transport Strategy, which directly relates to the Mayor's Transport Strategy. |

| | | | |
|-----|-------------------|---|---|
| | | external consultants without reference to Haringey residents and businesses. Key information such as the location of pollution monitoring points and which points identified illegal levels of pollution is missing from the plan. This is a serious omission as pollution impacts the young, disabled and elderly most acutely. | The Haringey Transport Strategy can be read here: https://www.haringey.gov.uk/local-democracy/have-your-say-haringey/haringeys-transport-strategy-2018-consultation |
| 177 | Haringey resident | Very wordy and worthy and vague. | The Council notes this position. We will revise the action plan to make it more succinct. |
| 178 | Haringey resident | <ul style="list-style-type: none"> • Bring forward the date for the implementation of all initiatives so that it fits with 2021 Mayoral changes to vehicle use; including the purchase electric vehicles and charging points in bulk (sale or return) at a good discount, enable purchase at 2% max interest rate over 4 years and provide good scrappage deals for diesel and older petrol cars. • Fine heavy polluters; make it a joined-up approach along with banning wood-burning stoves (DEFRA-approved included) and fine those who have open fires (in this Smokeless Zone), with an online system for reporting the use of wood-burners and open fires as they heavily pollute neighbourhoods. • Additionally, bring in a diesel ban and disallow the commercial sale or manufacture of new or nearly-new diesel vehicles of any sort. • Stop the commercial sale and re-sale of scooters and small motorbikes. • Fund a manufacturing plant for cheaper, safe and efficient electric/solar vehicles. Avoid the use of UPVC at all costs, as this impacts on pollution and is not an effective sustainable material - both for windows and doors and for solar panels. Embrace sustainable materials and low-cost high-impact alternatives. • Ensure all buses and taxis (uber and mini-cabs) conform to strict green energy rules as these cause much pollution. As an asthmatic, I can testify to the negative impact on my own health, particularly during the summer heatwaves and periods of high pollution in winter months. Please act decisively and speedily. | Please see response 10. |

| | | | |
|-----|--|---|--|
| 179 | Haringey resident | I've already said it, improve the buses- make them faster, stop healthy but lazy people especially teenagers getting on for one stop. The amount of people that get on by the Mall on Wood Green High Road and get off at either Turnpike Lane or Wood Greed stations, no wonder people are so unfit. Improve connections across the borough- outside my flat I can get a bus to Waterloo, London Bridge, Stoke Newington but not Muswell Hill or Crouch End. Ejiiofor lives up in Muswell Hill and supposedly represents us in Tottenham, has he not noticed this or is it that a Rolls Royce escorts him to the plebs in N17? | The Council notes this position. We will pass this comment onto our Transport Planning and Sustainable Transport teams. |
| 180 | Haringey resident | How do I know if my car is ok | Please use Transport for London's ULEV vehicle checker, which can be found here: https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/vrm-checker-ulez |
| 181 | LB of Enfield resident and Ex-Councillor | Publish tested and proven precedents by other countries. | Agreed. We are always looking at best practice examples from other counties. We will continue to do so. |
| 182 | Haringey resident | The plan in theory sounds good but worry about driving on motorways etc. | Highways England has their own strategy of deploying charging points on key strategic routes and motorways. |
| 183 | Haringey resident | Build more houses. | The Council notes this position. But this is outside of the scope of this Action Plan. |
| 184 | Haringey business | The action plan identifies that there are two monitoring points confirming illegal levels of pollution and that those illegal levels of pollution are increasing at one of those monitoring points. The Action Plan fails to identify where these points are. It is especially important that Haringey Council identify those monitoring points and set out actions to reduce pollution in those most affected areas. Businesses and residents have a right to know where the most dangerous areas for pollution are. The 2015 figures of 9,500 yearly deaths from pollution in London are out of date and fail to take into account the updated August 2018 Kings College London report that confirms yearly deaths have increased from 29,000 to between 28,000 and 36,000. | Our Air Quality Action Plan tackles sources of air pollution. It also outlines specific air pollution statistics and the areas that face high levels of pollution. You can view this here: https://www.haringey.gov.uk/business/licensing-and-regulations/environment-and-waste/pollution-control/pollution-control-local-air-quality |

| | | | |
|-----|-------------------|---|--|
| 185 | Haringey resident | <ul style="list-style-type: none"> • I think the plan should be as ambitious as possible. I like many of the proposed action, but I would like to see even more urgency and ambition. • The number of charging points should not be just linked to the supposed demand calculated from the number of ULEV. It should instead be higher, in order to encourage uptake of ULEV and be in advance of increase demands, instead of always lagging slightly behind. • Advertisement has to be wide and effective, both of the benefit of ULEV and the high health risks of diesel and petrol vehicles. It is clear that people are not fully aware yet of these. | <ul style="list-style-type: none"> • We will aim to bring some actions and timeframes forward in the final action plan. • We will aim to install more charging points than there is demand, to facilitate demand. • Our communications strategy will be integral to informing the wider community on EVs. |
| 186 | Haringey resident | Good in theory, but until you can charge an EV in about 5 mins with a charge that will give the equivalent mileage to a full tank of petrol, general public won't be rushing to buy. | Charging technology is improving, and therefore you can charge your car faster. It is difficult to predict future charging patterns, but if the use of super-fast chargers may mean people don't charge overnight at home and instead prefer charging at a petrol station. |
| 187 | Haringey resident | I repeat: I do not think the council should be focusing on promoting the use of electric cars. Cars (electric or otherwise) are a huge burden on our society. They take up a lot of public space (regardless of how many people they're carrying) which could be put to better use, they encourage sedentary lifestyles (impacting on the ill-health of our society - a massive burden on the NHS) and they cause congestion on our roads as well as posing a constant danger to vulnerable road users. I think Haringey council should instead be focusing on making our public spaces and streets more pleasant and designing in a way, which enables people to use their cars less and cycle, walk and use public transport for more of their journeys. I also dislike that many of the EV charging points I've seen in other local authorities have been installed on pavements - adding to the amount of car-related street furniture already on pavements. Haringey needs to focus on reducing the amount of car parking, and increase the number of filtered streets (to stop rat-running) and make our streets safer for walking and cycling, thereby making them more pleasant places to be. | Please see response 1. |
| 188 | Haringey resident | Uptake of electric vehicles specifically by residents is dependent on, on street charging for many Haringey residents. | Agreed. |

| | | | |
|-----|-------------------------|---|--|
| 189 | Haringey resident | We are not ready please stop trying to copy a stupid mayor who doesn't realise the problem he has caused. The public will not stand by and allow Sadiq Khan to proceed. | The Council notes this position. But this is outside of the scope of this action plan. This action plan focuses on the needs and expectation of Haringey residents and businesses. |
| 190 | Private hire driver | In the past, we made roads wider to keep traffic moving. Now we have narrowed roads and increased traffic and pollution. Now we have created engine cut-out when car is stationary to try and offset this and now charging motorist by expanding and creating congestion charge and ULEZ zones. | The Council notes this position. |
| 191 | Haringey Living Streets | It lacks ambition particularly with reference to the acceptance that private vehicle use will continue without significant interruption and in terms of the time scale, which is too far into the future. | Private vehicle use in the borough is declining, and 52% of the borough do not drive. We will investigate if any timelines can be brought forward. |
| 192 | Haringey resident | <ul style="list-style-type: none"> I think it is good that Haringey wish to support more electric vehicles but would hope that this is more affordable than the purchase of a normal car. Possibly they should do hire schemes where a lump sum is paid and then customer can pay off in total or hand vehicle back after 3 years in line with when an MOT would be required. Campaign with government that car insurance should be capped at the same level if not less for electric cars. I have read that due to the fact that if an electric car was involved in an accident this make car insurance 21% this is not an incentive for people to purchase one. | <ul style="list-style-type: none"> There are currently grants available for the up-front cost of an EV. Please see responses 18 and 25. Agreed. |
| 193 | Haringey resident | I note that you are again prioritising the west of the borough with charging points. This may reflect the wealth inequalities but is disappointing. Low expectations should be countered by targeting the poorest wards. Also many taxi driver esp. uber-type are more likely to be from poorer places, what can you do to support them in switching? | When installing charging points, we look at a range of factors including local demand, and feasibility for that site. We do not concentrate efforts on the west of the borough. We agree with your comment on taxi drivers. We aim to increase the number of rapid charging points for this user group. |

| | | | |
|-----|-------------------|---|---|
| 194 | Haringey resident | Highways were re-badged Sustainable Transport some 10 years ago, but it has meant little. "Active Travel" is encouraged but not enabled. There have been Action Plans on these 10 years ago. There can be no credibility or meaning for Action Plans unless they are backed by political will! http://opinion8.ning.com/forum/topics/climate-change-and-haringey-council | Please see response 1. In addition to this, there is strong political backing to reduce air pollution and carbon emissions. |
| 195 | Waltham Forest | I really don't like the idea, now people who can and can't afford this are forced to do this, but it looks like this is the future and there's no way out of it but you can help drivers but giving them help scheme. | Please see responses 18 and 25. |
| 196 | Haringey resident | You need to do more to close rat runs around the borough. The plans for Crouch End are of no use in Tottenham or anywhere else in the borough. It's very cheap to place some big plant pots or other barriers to close roads to through motor traffic. | We will pass your comment on to our Transport Planning and Sustainable Transport teams. |
| 197 | work in Haringey | Only the rich will benefit. | High levels of air pollution disproportionately affect the most vulnerable in society. The uptake of electric vehicles, and combatting air pollution, will benefit the most poor. |
| 198 | Haringey resident | As I've already said I don't agree with it. | The Council notes this position. |
| 199 | Haringey resident | <ul style="list-style-type: none"> The ULEZ will discriminate against those who are least able to afford to upgrade their car/van, and introducing it 2 years earlier than the Mayor's planned date will make it still more difficult for them. The ULEZ could however, help LBH achieve their aim of reducing the number of cars/vans on the road by half by 2050 IF a viable alternative were made available. That alternative could be another mode of transport, given that 79% of motorised traffic in Greater London are cars, and only 20% of car trips are for work, leaving 67% of car trips devoted to shopping, leisure, personal business purposes and education. What mode of transport? Getting many people cycling is not likely to be achievable in the short-term, given the congestion on the roads (and some of Haringey is hilly). Trains are already very crowded, and some of the heaviest users of cars (see figures below) are also those least likely to use trains, because of accessibility, and because their trips are mostly short and local – these are households with children and those over-60s who are reasonably well off (over £25k). So | <ul style="list-style-type: none"> The ULEZ is the Mayor of London's initiative. The Council notes this position although bus times and speeds are outside the scope of this action plan. |

| | | | |
|--|--|--|--|
| | | <p>this points to buses as the most viable alternative to cars. Haringey does not of course have direct responsibility for public transport, but they can negotiate with TfL – in particular in their joint projects such as the Crouch End Liveable Neighbourhood scheme. Over the past couple of years, however, fewer people have been using buses, because of their decreasing reliability and frequency – caused by the congestion in central London, as the London Assembly Transport Committee demonstrated in their 2017 report on the bus network (see also press release https://www.london.gov.uk/press-releases/assembly/is-it-time-to-bring-back-the-bendy-bus). They argued that the Bus Network needs to be radically restructured (without buying new buses), to provide an attractive and reliable means of getting around London. See their report at https://www.london.gov.uk/sites/default/files/bus_network_report_final.pdf for more details.</p> <ul style="list-style-type: none">• Some statistics backing up my points: Some of those who are heavy users of cars are also the most likely to be enticed out of their cars for some journeys if the bus service were improved. All of these use cars for short, local trips, and two of them need more accessible forms of transport than are available on the Underground and trains:• 1. Commuters travelling between 2 and 5km are the most likely to use cars or vans, but buses come a very close second. Above 5km, trains/Underground are the most used. This suggests that more generally, people driving shortish trips of 2-5 km are the most likely to switch to buses if this mode were a more viable alternative than it is at present. 2. Households with children (who are nearly a third of all households) are more likely than those without to have access to a car, across all income bands – two-thirds of them, as against a half of households with no children. In addition, 50% more car trips are made by such families than the others. 3. Over 60s – those who are reasonably well off (over £25k) – are more likely to own a car than any other age group (apart from over-60s with incomes of £100k+!).• TfL Roads Task Force Technical Notes for their report in 2013 :- Technical Note 2: What are the main trends and patterns for road traffic in London? | |
|--|--|--|--|

| | | | |
|-----|---|--|-------------------------|
| | | p.3. Technical Note 12: How many cars are there in London? pp. 5-6, 9. Technical Note 14: Who travels by car in London? pp. 2, 3-4, 12-13. 2011 Census Snapshot: method of travel to work in London GLA Intelligence 2014, Fig. 6. | |
| 200 | Haringey resident | We have been considering getting at electric vehicle for over a year and it was only when the charging points appeared on Stanhope Rd that it became something we felt was realistic because we do not have off-street parking and therefore cannot charge at home. Having a large quantity of charging points and having a scheme to enable people to apply for lamppost charging near their house is absolutely crucial. | Agreed. |
| 201 | Representing Haringey's large & active motorcycle community | <ul style="list-style-type: none"> • This response, coordinated by the RARC, reflects the views of Haringey's large, active and hardworking motorcycle and scooter riding community. • It's extremely disappointing and worrying that, once again, a transport document produced by Haringey Council completely ignores the existence of motorcycles and scooters, despite these being continually demonstrated as the best solution to congestion. • It's clear that the authors of the plan have made no effort to engage or consult with Haringey's large, active and hardworking motorcycle and scooter riding community, despite there being an open door. This unforced error on the part of the report's authors is deeply regrettable. • 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 the plan. The plan must explain how Haringey Council plans to encourage the uptake of motorcycles and scooters which in turn will reduce emissions. • Petrol powered motorcycles and scooters are themselves ultra-low emission vehicles as the emissions they produce per passenger mile per minute are manifold lower than cars, vans and lorries. So-called zero emission vehicles nonetheless harm the environment in their production and in using electricity derived from fossil fuel which forms a significant part of the grid. An electric car causes 5 to 10 more emissions to be | Please see response 36. |

| | | | |
|--|--|--|--|
| | | <p>produced when it is built than a petrol powered motorcycle. A discussion of these considerations and their impact must be included in the plan.</p> <ul style="list-style-type: none">• Haringey Council must prioritise immediate appointment of a motorcycling policy lead, whose function will be to champion the full inclusion of powered two wheelers in all forthcoming transport initiatives.• Electric motorcycles and scooters must have a prominent place in the plan. This must include the provision of plentiful charging points, in particular at social and commercial hubs like on high streets and in town centres, as well as on residential streets and at all Homes for Haringey properties.• 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. A University of Leuven study found that if 10% of road users switch to powered two wheelers, congestion reduces by 40%; and if 25% switch congestion is eliminated fully.• Uptake of electric motorcycles and scooters will increase if riders feel safe on Haringey's roads: currently we do not. Haringey Council must prioritise enabling powered two wheelers to be able to access all bus lanes. TfL studies have shown that this improves safety for all road users. Haringey has significantly lagged behind the rest of London in this area. This simple inexpensive improvement will save many lives and greatly improve safety. It should also implement advance stop lines for powered two wheelers on the right side of advance stop boxes. These have also been proven to improve safety. The Mayor of London has urged London Borough to ensure that motorcycle and scooters should be able to access all bus lanes. A hard deadline for enacting this important change must be included in the Plan.• Haringey Council must 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 plan, as it will encourage the uptake of motorcycling and thereby reduce emissions. | |
|--|--|--|--|

| | | | |
|-----|----------------------|---|---|
| | | <ul style="list-style-type: none"> • Haringey Council should take the lead by offering all council staff and other public sector employees in the borough free or heavily subsidised electric motorcycles and scooters, as well as the necessary training with a reputable provider to ensure staff derive the most from riding them. • Ignoring motorcycles and scooters in plans as important as these will prove very harmful in the future. Each section of the plan must make mention of motorcycles and scooters and take into account all considerations affecting this vastly important transport sector. | |
| 202 | Transport for London | <ul style="list-style-type: none"> • Would be most beneficial to include the percentage of EVs in the borough compared to overall vehicles. • Haringey Context – Should the active travel choice not refer to walking, cycling AND public transport? • ULEV definition may change in the next decade or so. It would be advisable to add a note that this definition could change in future. (p16) • Electric vehicles – cost savings are not holistically viewed here as the higher EV purchase cost and insurance cost is higher than conventional vehicles, however the total lifecycle cost over 10 years is still lower. It is also anticipated that EV and conventional vehicles cost will par off. (p16) • TfL is currently working with the EV Infrastructure Taskforce on a Delivery Plan which will provide more detail to be shared with stakeholders in the spring 2019. | All of the points mentioned will be included in the next iteration of the action plan. |
| 203 | Haringey resident | Incentivise people to take the bus when they're going out locally for dinner, to the cinema, to the supermarket. This requires reliable bus services, better cross-borough connections, and people being willing to take a bit longer if they think they're doing less harm to the environment. The behaviour change element probably relies on a significant campaign. I took a bus to the supermarket to do my shop this weekend instead of driving, and I felt very smug about it. How do we harness that smugness so more people do the same?! Should we be getting rid of free parking in supermarkets, and charging people who drive there instead? It would potentially incentivise people to take the bus rather than drive there. | Attitudes and behaviours around EVs (and active/public transport) is an important part of people understanding EVs better. This will be part of our communications strategy to inform the public. |
| 204 | Member of Hornsey | Since the work was commissioned though, it has become apparent that every individual and public authority will have to do as much as possible, as soon as | Sometimes it can seem confusing to have multiple action plans and strategies that |

| | | | |
|--|---|--|--|
| | <p>and Wood Green Labour Climate Change and Environment Group</p> | <p>possible to restrict the rise to only 1.5°C. In parallel ULEV would also give immediate benefit to reduce ill health and death for Haringey residents, by reduce NOx and PM pollution from Internal Combustion Engine (ICE) vehicles. As well as the 36 actions here, it is suggested that Haringey:</p> <ul style="list-style-type: none"> • Ensures that all officers and councillors understand the reasons for Zero Carbon Haringey/Ultra Low EVs/Transport Strategy/Air Quality Action Plans etc. so they can work across boundaries to deliver ambitious actions. • Provides residents with an overarching communications programme, including a web site covering low carbon/clean transport/health/green/biodiversity etc. Currently some web site pages have good information, but in departmental silos, making it difficult for residents to join the dots as to why and what they need to know. • Produces a much better map showing current air pollution from Transport • Adds Non Road Mobile Machinery (NRMM) to the scope, as these affect residents passing building sites even more than the canal boats that are in scope. • Deals with delivery vehicles separately at Objective 3, as these have increased dangerously in recent years, and could be electrified, given more thought. • Deals with taxis and Private Hire Vehicles at Objective 3. Although they could share rapid charging points, their control and liaison is very different. • Work with UKPN, in conjunction with Zero Carbon Haringey work to further the use of vehicle to grid (V2G) technology to use EVs to store electricity, thus reducing the costs of new 'intermittency' measures. • Bring forward actions wherever possible, and act on studies as soon as possible Synergy of EVs across Carbon Emissions and Air Quality None of the 36 actions address Air Quality aspects. The Haringey Air Quality Action Plan 2018-2023 referred to here, is actually for 2010-2018, with no acknowledgement that, since then, there has been an enormous growth in deliveries, diesel vehicles and SUVs. At the same time data collection about Haringey's Air Quality has been reduced "Monitoring PM10 ceased in 2014 and for PM2.5 in 2016" (p8). Residents will have little trust in the | <p>seemingly cover the same topic. However, in some cases it is better for us to separate these issues and look at them through a microscope to better solve the issue. The relevant service areas communicate effectively to ensure our plans align and there are no contradictions. For example, the Air Quality Action Plan covers all sources of air pollution (transport, boilers etc.). The ULEV Action Plan tackles road transport for both air pollution and its impact on the climate. National policy and technology are also driving the EV agenda, and therefore the Council need to have a clear path to deliver these ambitions.</p> <ul style="list-style-type: none"> • NRMM is tackled in the Air Quality Action Plan. • We will clarify to include delivery vehicles. • V2G is at its infancy. We will look into trialling it in the future. • Our Air Quality team is currently developing our Air Quality Action Plan 2019-2023. |
|--|---|--|--|

| | | | |
|-----|----------------------|--|---|
| | | <p>need to change their journey and vehicle choices whilst there are only two permanent monitors (one in a park) and only 13 diffusion tubes to measure NOx, with no PM particle measurements being taken. According to the Air Quality report 2017 report (p27) these Haringey monitors showed that “Exceedance of the NO2 annual mean AQO of 40 µg m-3 are shown in bold” Good quality, real time data would help prioritise action at different locations, or from different types of transport. More importantly, it would be invaluable in explaining to residents why they need to adapt their journeys to be cleaner, considering walk/cycle/ebike/BusTrain/EV/Ecar club/clean taxi etc.</p> <p>It is suggested that Haringey:</p> <ul style="list-style-type: none"> • Takes part in the GLAs Breathe London mapping of air quality • Offers Haringey community groups ‘citizens science’ facilities to measure locations of concern as per Sustainability Exchange programme. • Supports the Mayor of London in his approaches to the UK Government, particularly as London has been excluded from the £260m Clean Air Funding. (Defra’s March 2018 Additional measures to support individuals and businesses affected by local NO2 plans has “Reflecting that previous funding to London, this new targeted fund is for local authorities outside London” (p5)) The main aim, to contribute to global reductions in carbon emissions, needs to be as much action as possible, as soon as possible. The Haringey actions here are admirable, but they should be brought forward wherever possible. | |
| 205 | Haringey resident | Car use in all forms should be discouraged. Road capacity should be reduced, slower limits enforced and reasonable crossing times at pedestrian crossings. | Please see response 1. We will forward your comments to the Transport Planning team. |
| 206 | Transport for London | <ul style="list-style-type: none"> • Item 15, objective 3 discusses putting taxi dedicated rapid charging points in ‘suitable’ locations. Can you confirm how you are defining suitable in this case, what makes a good site and are you consulting with the taxi trade? • Item 22, objective 4 is measured on the number of charging hubs? Does this suggest all 5 charging points are located in a hub or this confusing language? | <ul style="list-style-type: none"> • Suitable locations include taxi stands, but not ranks, as well as in close proximity to stations, key venues etc. • We will clarify terminology in the final action plan. • Rapid points are preferred in car parks due to safety concerns. Putting them on the public highway will only be allowed |

| | | | |
|--|--|---|---|
| | | <ul style="list-style-type: none">• Objective 4 refers to 'hubs' on a number of occasions? How does the Borough define hub, what are the requirements of a hub?• Item 27, objective 4 discusses charging points being installed in car parks as a precedent. Is this a precedent over demand? Put differently; what requirements or scale of demand would justify 'on-street' rapid charging over car parks? | when there is proven demand for a defined user group. |
|--|--|---|---|