

Response to Haringey Cycling Campaign's Comments on the LIP3

Page	Para	Original text	Suggested text	Comments	Response from the Council
3	Foreword para 4	'We want Haringey to have a reputation for being a walking and cycling borough where more journeys are taken by walking, cycling and using public transport than the private car.'		75% of journeys made by Haringey residents are already made by walking, cycling or public transport (Source: Travel in London - Report 11 data: https://tfl.gov.uk/cdn/static/cms/documents/travelin-london-report-11-data.xlsx)	Noted
3	Foreword para 4	'Promoting active travel, the use of electric vehicles and achieving a public transport system which is accessible and step free will improve the wellbeing of our residents, reduce obesity and improve air quality'		To reflect the MTS, Haringey needs to separate active travel and electric vehicles. Promoting electric cars will do nothing to improve wellbeing, reduce obesity or road congestion, will have a limited impact on air quality and will not help Haringey to meet its target in the Mayor's Transport Strategy to reduce private car use. (Electric cars are not the answer to air pollution, says top UK adviser: https://www.theguardian.com/environment/2017/aug/04/fewer-cars-not-electric-cars-beat-air-pollutionsays-top-uk-adviser-prof-frank-kelly)	Electric vehicles are important to achieving the change desired by outcome 2 in the LIP. They are part of the range of sustainable travel options provided to Haringey residents. Evidence suggests they contribute to lower emissions which improves air quality and creates a healthier environment for cycling and walking. The effect of this is will be more people cycling and walking. The Council also recognise that a minority of residents will need access to a car for

					health and other reasons, and these journeys should be made using the electric vehicles.
4	Exec summary para 3	'In addition, the borough lacks a coherent cycle network, reducing the ability for people to partake in active travel.'	'In addition, the borough lacks a coherent cycle network and residential streets are often dominated by through motor traffic , reducing the ability for people to partake in active travel.'	The prevalence of through traffic in residential areas must be tackled, alongside the development of a cycle network, if Haringey is to meet its MTS goals for active travel.	Amendment made.
6	First bullet point	'Competition for available road space by a variety of users leading to congestion, longer travel times, environmental impacts and perceptions of safety'	'Available road space being dominated to a large extent by private motor vehicles leading to congestion, longer travel times, environmental impacts and perceptions of safety'		Amendment made

6	Third bullet point	'Road-based transport contributes significantly to poor air quality and pollution levels, accounting for 18% of CO2 emissions in Haringey.'	'Road-based motor transport contributes significantly to poor air quality and pollution levels, accounting for 18% of CO2 emissions in Haringey.'		Amendment made.
6	Fifth bullet point	'Lack of strategic cycle networks, restricting the opportunity for a modal shift to cycling.'	'Lack of strategic cycle networks and lowtraffic neighbourhoods , restricting the opportunity for a modal shift to cycling.'		Amendment made.
6	Seventh bullet point	'Strengthening orbital connections through high-quality walking and cycling links, and new bus routes through collaboration with TfL'	'Strengthening orbital connections through developing a high-quality walking and cycling network , and new bus routes through collaboration with TfL'	'Links' suggests there is an existing cycle network that would function if 'linked', when no such network currently exists.	Amendment made.
6	Ninth bullet point	'Collaborative working with TfL, local groups and neighbouring boroughs to reduce traffic levels, particularly through-traffic and improve air quality'		Haringey currently does not collaborate with neighbouring boroughs in this way. For example with regards to Palmerston Road on the proposed Quietway 10 cycle route, Haringey traffic engineers are said to have vetoed Enfield's proposals for modal filtering.	The Council do not agree.

6	Fourteenth bullet point	'More journeys taken by walking and cycling than by using a car,'		As we said in our consultation response to Haringey's Transport Strategy, this appears to already be the case. 36% of journeys made by Haringey residents are already walked or cycled, 25% are by car. This point is repeated on page 24.	Noted
8	Fourth para	'The Council notes that the overarching aim of the strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041'		Suggest Haringey's target of 88% is referenced here.	Amendment made.

17	First para	'Haringey benefits from good radial transport links connecting the Borough with central London.'	'Haringey benefits from good radial public transport links connecting the Borough with central London.'	Additional word ensures this line does not contradict earlier text that Haringey has poor active travel links.	Amendment made.
18	Fifth para	'Haringey a network of cycle routes across the borough including cycle lanes on main roads, separated cycle lanes and will deliver fully signed Quietway routes'	'Haringey does not currently have a network of cycle routes across the borough. There are some existing low quality cycle lanes on main roads, with very limited separation from general traffic. There are existing	The current wording hugely oversells the state of cycling infrastructure in Haringey and massively underplays how much work there is to do in this regard.	Do not agreed.

			proposals to deliver two fully signed, but lowDo intervention, Quietway routes'		
18	Sixth para	'Cycle Superhighway 1 was delivered and has gone some way to improving the coherence of routes in the borough, however much more needs to be done.'	'Cycle Superhighway 1 was delivered and has provided the borough's first north to south cycle route. However the infrastructure is perceived to be of low quality and much more needs to be done to improve the coherence of routes in the borough.'	Cycle Superhighway 1 is widely considered to be the most poorly implemented of all the cycle superhighways in London, with most of the interventions used on the Haringey section of a standard below what we would expect on a 'Quietway' style route.	Amendment made.

25	Point 2 in the table	<p>'To get more people to choose walking, cycling, and public transport as means of travel by: - making Haringey one of the most cycling and pedestrian friendly boroughs in London - managing parking demand and provision on the borough's road network - improving wayfinding and signage across Haringey</p>		<p>'making Haringey one of the most cycling and pedestrian friendly boroughs in London' is far too vague an aim. This needs to be defined so that it can be measured. Time and again Haringey residents have told Haringey Council that the reason they don't cycle is fear of traffic (the draft LIP makes this point on page 29). More people will cycle if there is a dense network of cycleways separated from traffic, connecting low-traffic neighbourhoods. In this context it's unclear why car parking or wayfinding are implicitly prioritised here.</p>	Noted
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29	Fourth para	<p>'While the eastern half of the borough is relatively flat, the western half of the borough around Alexander Palace and Muswell Hill are hilly which makes cycling and walking more difficult.'</p>	<p>'While the eastern half of the borough is relatively flat, the western half of the borough around Alexander Palace and Muswell Hill are hilly which can make cycling and walking seem less convenient.'</p>	<p>We think there is a risk of overstating the importance of terrain on the willingness of people to walk and cycle. The almost complete absence of cycle infrastructure in the west of the borough is likely to be a more significant factor to low levels of cycling. Also the word 'difficult' is quite subjective, we've suggested a slight change in wording.</p>	Amendment made
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31	Second para	'The delivery of the Haringey Green Grid will also facilitate improved walking, cycling and physical activity'		Routes through parkland are often unuseable for some residents, including women and young people due to safety concerns. Such routes will need a safety audit and adequate lighting as a minimum. The green grid is not an adequate alternative to a direct, separated cycle network.	Noted
31	Third para	'The Council is prioritising designing street environments to encourage walking and cycling. In terms of highways infrastructure, effective interventions to encourage an active use of the street could be as small scale as making better drop crossings, prioritising pedestrian movements over vehicles at footway crossings and side entry treatments, dealing with problem drainage, repairing broken footways and decluttering streets.'	'The Council aims to design street environments to enable walking and cycling. In terms of highways infrastructure, effective interventions to encourage an active use of the street could be as small scale as making better drop crossings, prioritising pedestrian movements over vehicles at footway crossings and side entry treatments, dealing with problem drainage, repairing broken footways and decluttering streets. It is however recognised that the design of infrastructure to enable cycle use needs to be improved, in particular designing for safety and continuity at traffic junctions. To this end all	It is simply not true to say the 'Council is prioritising designing street environments to encourage walking and cycling'. Several recent significant projects, for example White Hart Lane, Wightman Road and Priory Road among others have done little or nothing to improve the street for cycling. In the case of White Hart Lane priority was given to pavement space for car parking over safe space for cycling.	The Council does not agree

			<p>safety audits will include a section on cycle safety. Where pedestrian movements are prioritised, there will not be a reduction in cycle safety, for example “pinch points” discouraging cycle use will be avoided.’</p>		
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31	Above bullet points	‘The council is also’	‘The council will aim to ’	<p>It is not true to say the council is currently doing these things. For example, on the second and eleventh bullet point, Haringey’s traffic engineers object to modal filtering of residential streets, even for temporary events if they consider it will be a disbenefit to through traffic. On the eighth bullet point, the Council have demonstrated through schemes such as White Hart Lane and the first tranche of EV charging points that the Council will prioritise car parking spaces over the delivery of safe cycle routes.</p>	The Council does not agree
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31	First bullet point	‘Designing and engineering roads to reduce motor vehicle speed and implement 20mph zones where appropriate.’	By design, education and enforcement, ensuring the present 20mph speed limit on most residential roads in the Borough is respected, and actively reviewing removal of remaining 30mph limits where there will be a safety benefit.	As you know from the MTS, TfL is looking to implement 20mph on all roads eventually, including TfL roads in new schemes. As such Haringey should agree to this as well, given that there is almost always a safety benefit in removing 30mph limits. Perceived inconvenience to motor vehicle drivers is not an acceptable reason for keeping 30mph limits.	Amendment made
33	Chart	Percentage of population within 400m of stratgetic cycle network		The delivery plan for this needs to be spelled out much more clearly, particularly with Haringey coming from such a low base.	Noted. This will be set out in the Council’s forthcoming Cycling and walking action plan
37	Third para	‘This presents a challenge for Haringey, as these types of journeys are largely outside of the Council’s control and cannot be prevented without pushing issues of congestion into neighbouring boroughs.’		This paragraph suggest that mode shift is not possible and that journey choices are not influenced by factors such as congestion. A likely outcome of controlling through traffic movements is traffic evaporation, this document should not suggest that all traffic will be displaced.	Comment on traffic evaporation added.
37	Fourth para		The increasing availability of e-bikes extends this possibility to less fit users and to negotiating steeper gradients, while still gaining active travel benefits.	Suggest this sentence is added to the end of the fourth paragraph to recognise the role of e-bikes. It is good to see Haringey recognise the inherent disadvantages of EVs with respect to MTS outcomes.	Amendment made

38	Third para			This paragraph could usefully mention the opportunity for cargo bikes to replace deliveries by motor vehicle.	
38	Sixth para	‘At a more local level, the council is bring forward scheme which will contribute towards traffic reduction by targeting rat-running and encouraging active travel as the most direct routes. The Council implements this, in collaboration with communities, through localised road closures to through-traffic and one-way enforcements, complemented by a range of other measures.’	At a more local level, the council is bring forward scheme which will contribute towards traffic reduction by targeting ratrunning and encouraging active travel as the most direct routes. The Council implements this, in collaboration with communities, through localised filtering of through motor traffic and one-way enforcements, complemented by a range of other measures.	This is a welcome development. It must be noted that Haringey’s traffic officers have a reputation for refusing to engage with communities in a meaningful way to address resident’s concerns over through traffic. This includes objecting to play streets on the basis of disruption to through traffic movements.	Amendment made
38	Seventh & eighth para			Suggest these measures are tied together in that EV charging infrastructure should prioritise recharging of car club vehicles.	The Council do not agree.

60	Second para	'A Quietway cycle route going north-south Quietway is being developed which would support radial journeys from Wood Green towards Central London.'		This route (Quietway 10) is around 500m away from Wood Green town centre. Combined with an indirect, low quality route it is likely to be of limited benefit for people who want to cycle towards central London from Wood Green.	Noted.
72	Third para	'The Cycle Future Route 2 from Tottenham Hale to Camden Town and Quietway 10 (Bowes Park to Farringdon) and Quietway 13 (N. Finchley to Hornsey) will provide much needed strategic cycle routes through the E of Haringey'		Neither Quietway route is in the east of the borough. We question the description of these Quietway routes in their current form as 'strategic'.	Amendment made to this description. 'E' replaced by 'across'

73	Fifth para (and elsewhere in the LIP)			<p>EV charge points are already being installed in Haringey in such a way that takes away footway space and blocks the delivery of safe cycle routes. We support London Living Streets' call for councils and TfL to give priority to EVCP locations in the following order:</p> <ol style="list-style-type: none"> 1. Off-street locations for overnight charging, such as car parks, supermarkets, shopping centres, leisure facilities and ideally for car clubs. 2. The carriageway 3. The footway if a 2.5 metre clear width remains. 	This policy approach is set out in the Council's Ultra low emission vehicle action plan.
88	Second para	'Education and changing behaviours is just as important as physical infrastructure to encourage people in Haringey to make sustainable travel choices'	'Education and changing behaviours can maximise the impact of physical infrastructure changes to encourage people in Haringey to make sustainable travel choices'	There is no evidence at all that behaviour change measures are as effective as infrastructural changes in enabling active travel. We strongly object to this wording in its current form. Our suggested rewording hopefully offers more balance to this statement.	Amendment made.
88	Third para			Suggest 'Innovation schemes' includes opportunities to incentivise cargo bike deliveries.	Amendment made 'cargo bike deliveries' added.
89	First para	'The project will explore opportunities to reallocate road space and the closure of some parts of roads to vehicular traffic'		Crouch End Liveable Neighbourhood will not meet its stated aims if it does not do this. This should be reworded to be much stronger than 'explore opportunities'.	Agree

92	Table 6			Related to the above, the risk of TfL withholding Liveable Neighbourhoods funding should be recognised.	Agree
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