



**Haringey** Council

<b>Report for:</b>	Overview and Scrutiny Committee
<b>Title:</b>	Update on actions from the Sustainable Transport Scrutiny Review
<b>Lead Officer:</b>	Joan Hancox, Head of Neighbourhood Services <i>[Cleared on 28/09/2011]</i>
<b>Date:</b>	10 October 2011

## 1. INTRODUCTION

The Sustainable Transport Scrutiny Panel was established in June 2009 with the aim "to ascertain how the Council and its partners may encourage greater use of sustainable modes of transport in Haringey".

The panel met on seven occasions, made a number of site visits and heard evidence from a range of organisations and individuals. OSC made a large number of recommendations in its report in March 2010. Cabinet made decisions on each of these recommendations at its meeting on 15 June 2010.

## 2. CURRENT SITUATION

An update on actions to date is attached to this report.



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## Update for Overview and Scrutiny Committee on Sustainable Transport 10 October 2011

Recommendations of Overview and Scrutiny Committee and Cabinet Response

Recommendation of O and S Committee	Cabinet Response	Update
<b>Local Policy and Strategy</b>		
In support of the Haringey Strategic Partnership and Better Places Board, the panel recommended that an individual partnership sub-group be established to support the delivery of sustainable transport priorities within the Greenest Borough Strategy and more broadly, to identify ways in which local agencies can work together to promote sustainable transport in Haringey.	Agree recommendation	Action dependent on BPP
The panel recommended that conclusions and recommendations of the review are reported to relevant strategic bodies (Haringey Strategic Partnership, Better Places Partnership Board, Well Being Theme Group, Greenest Borough Programme Board)	Agree recommendation	Update provided for Better Places Partnership in October 2010
The panel noted the importance of the development of the Local Implementation Plan in setting local transport strategy, and as such the panel recommended that the plan:	Consultation on the LIP comprises attendance at Area Assemblies in June/July and in September; at Green Fair on 12 June; circulation of questionnaires as part of LDF Core Strategy	Public consultation on draft LIP carried out between September and November 2010. Separate funding submission for 2011/12 submitted



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<ul style="list-style-type: none"> <li>○ Is supported by a comprehensive programme of local consultation to include (among others) Local Area Assemblies, Haringey Transport Forum and Haringey Disability First Consortium.</li> <li>○ Contains explicit targets for modal shift (to be developed with Transport for London)</li> <li>○ Clearly links to Council and HSP strategies and which clearly spell out the wider benefits of sustainable travel.</li> <li>○ Commits to a comprehensive package of smarter travel measures to reduce car dependency and encourage active forms of travel</li> <li>○ Details how local inequalities in sustainable transport uptake will be addressed</li> <li>○ Provide a clear strategy for locking in the benefits of modal shift</li> </ul>	<p>consultation in May/June; article in Haringey People; public consultation on the draft LIP is planned for September/October. The draft LIP will include targets for modal shift. The LIP will include reference to wider strategies and will highlight the benefits of sustainable travel. Smarter travel proposals will be included in the LIP Delivery Plan for 2011-2014. Inequalities will be addressed through an Equality Impact Assessment which is being undertaken as an integrated part of the LIP. A separate funding submission for 2011/12 will be prepared for submission to TfL. Proposals for sustainable travel will seek to ensure the benefits are maintained in the longer term.</p>	<p>to TfL on 8 October. Draft LIP submitted to TfL in December 2010 including mandatory targets with the document prepared in the context of the Council's key strategies. Funding submission for 2012/13 submitted to TfL on 7 October.</p>
<p>The panel noted the successful development of the Haringey Transport Forum. The panel recommended that this group should be</p>	<p>The Transport Forum will be involved in consultation on the LIP</p>	<p>The Transport Forum meeting of 20 October 2010 specifically considered the draft LIP</p>



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<p>consolidated and expanded to help consultative processes through Local Implementation Plan.</p>		
<p><b>Smarter travel</b></p>		
<p>The panel recommended that sustainable transport initiatives should be coordinated through a dedicated programme which is branded (to promote resident recognition), contains clear travel objectives, offers a balanced programme of activities (smarter travel, walking, cycling) and is overseen by a local stakeholder group.</p>	<p>In principle this is agreed. Specific work will depend on resources available. The Transport Forum should act as a sounding board for smarter travel initiatives.</p>	<p>Shared services initiative set up with LB Islington on management of school crossing patrol and school travel planning. A comprehensive programme of smarter travel measures being developed in 2011/12 and launched at Green Lanes Food Festival on 18 September 2011 including branded marketing initiatives and roadshow. Specific officer management team set up led by part time consultant. Transport Forum meeting on 22 September 2011 considered the smarter travel programme. Additional smarter travel officers to be employed in 2011/12.</p>
<p>The panel strongly endorsed the principle of travel planning as a cost effective approach to achieve modal shift and the broader development</p>	<p>Agree recommendation.</p>	<p>No progress yet on developing the hierarchy. Smarter travel programme as above includes travel planning initiatives</p>



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of sustainable transport objectives. It recommended that a hierarchy of travel planning interventions are developed which prioritise and target significant trip generating organisations in Haringey (schools, workplaces, events, individuals).		with local workplaces, with retailers in Wood Green and school travel planning work is targeted at schools within the Wood Green cycle hub.
<b>Workplace travel planning</b>		
The panel recommended that options to develop workplace travel planning in Haringey should be explored further.	Agree recommendation.	The LIP funding submission for 2012/13 includes funding for sub regional workplace travel plan co-ordinator post targeting workplace travel planning in Haringey, Waltham Forest and Enfield. The Biking Borough initiative for which the Council has been allocated £320,000 between 2011 and 2014 by TfL includes work with local businesses.
The panel recommended that a sustainable travel award should be included in the local Business Awards Scheme.	Agree recommendation.	Progress dependent on Better Places Partnership
<b>School travel planning</b>		
To incentivise further participation and engagement in the school travel plan programme, the panel recommend that:		



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<ul style="list-style-type: none"> <li>▪ Schools should be encouraged to work together on a cluster basis to maximise resources, share learning and expertise in developing travel plans and encouraging sustainable travel</li> <li>▪ The school travel team should explore opportunities for partnership work within the HSP where there are shared policy objectives (i.e. active travel and obesity)</li> <li>▪ The Director of Children's services to write to all Headteachers and Governors to encourage schools to continue to engage and further develop school travel plans</li> <li>▪ All 6<sup>th</sup> forms and colleges are encouraged to develop travel plans.</li> </ul>	<p>Agree recommendation.</p> <p>Agreed in principle but subject to resources available.</p> <p>Agree recommendation</p> <p>Partially agreed. The focus of the school travel planning should be on younger pupils. Further development would depend on resources.</p>	<p>Progress dependent on employment of smarter travel staff</p> <p>See above</p> <p>Liaison with Children's Services required. Progress dependent on employment of smarter travel staff</p> <p>Progress dependent on employment of smarter travel staff</p>
<p><b>Personal travel planning</b></p>		
<p>The Panel recommended that the use of the individual marketing approach to be adopted within the Muswell Hill Low Carbon Project should be assessed and evaluated to ascertain:</p> <ul style="list-style-type: none"> <li>▪ Whether travel planning advice can be appropriately provided</li> </ul>	<p>Agree recommendation.</p>	<p>No progress</p>



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<p>alongside other sustainability issues</p> <ul style="list-style-type: none"> <li>Further opportunities to incorporate wider participation from the HSP in the development of individual travel planning.</li> </ul>	<p>Agree recommendation. Further development of individual travel planning dependent on resources.</p>	<p>No progress. Outcome of partnership review has been awaited.</p>
<p>The panel recommended that individual travel packs should be developed for distribution by local estate and letting agents.</p>	<p>Agreed in principle but subject to resources</p>	<p>No progress due to lack of resources</p>
<p>The panel recommended that London Travelwatch mobile unit be invited to Haringey to provide individual travel planning advice to local residents.</p>	<p>Agree recommendation</p>	<p>No progress</p>
<p>Travel planning for trip generators</p>		
<p>The panel recommended that travel planning arrangements for the new Spurs ground should be exemplary in establishing sustainable travel options.</p>	<p>Agree recommendation. There is a requirement for a number of travel plans for Spurs relating to residential, supermarket, workplace, construction and stadium.</p>	<p>Planning permission granted for Spurs development subject to conditions and preparation of detailed travel plans</p>
<p><b>Car clubs</b></p>		
<p>In view of its initial success, the panel recommend that the Council assess ways to accelerate the development of the car club scheme without further cost to the borough to include:</p> <ul style="list-style-type: none"> <li>that Homes for Haringey and other Registered Social Landlords be approached to identify potential car club bays</li> </ul>	<p>The car club project is expanding at no cost to the Council as funding is allocated by TfL through the LIP process. 80 car club bays are planned by March 2011. Consultation on car club bays has identified concerns from residents and amendments made to plans.</p>	<p>As at April 2011 there are 96 car club bays. The Council has been allocated £50k from TfL to expand the number of bays by 20 in 2011/12 and 30 in 2012/13. A local target has been set for 150 car club bays by 2013/14.</p>



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<p>on land managed by them</p> <ul style="list-style-type: none"> <li>▪ consultations for Traffic Management Orders for car club bays should be submitted collectively in advance and which acknowledge that not all applications may be successful</li> </ul> <p>opportunities for local residents to nominate sites for car club bays.</p>		
<p>The panel recommend that to guide and inform the future spatial development of the car club scheme, a borough wide audit should be undertaken to identify and prioritise potential car club locations.</p>	<p>Partially agree recommendation. The Council works with its contractor, Streetcar, to identify locations for car club bays. Prioritisation is based on expected usage and to seek to achieve widespread spatial coverage of the Borough</p>	<p>Further locations identified as above; additional locations to be identified with contractor</p>
<p>The panel recommended that within future contracting with car club providers, there should be provision to:</p> <ul style="list-style-type: none"> <li>▪ offer electric cars and those that use green fuel technology</li> <li>▪ offer concessionary rates for unpaid carers</li> <li>▪ promote access to disabled people through the adapted vehicles.</li> </ul>	<p>Agree recommendation.</p>	<p>Streetcar/Zipcar is providing one electric car which will be stationed at one of the electric vehicle charging points on the public highway.</p>
<p><b>Public transport – bus services</b></p>		
<p>The panel recommended that there should be further cooperation across</p>	<p>Agree recommendation. Improving east –west bus services is a key priority for</p>	<p>TfL’s Sub Regional Transport Plan identifies orbital</p>



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<p>boroughs to support the development of the bus network in Haringey, particularly those routes that offer east-west access.</p>	<p>the North London Transport Forum sub-regional partnership</p>	<p>movement as an issue with options for improvements.</p>
<p>The panel recommended that the operational hours of bus lanes should be extended, with a view to developing greater harmonisation across the borough as a whole to ensure better bus journey times in the evenings and at weekends.</p>	<p>Agree in principle but subject to specific evaluation of the costs and benefits and on public consultation and is dependent on resources.</p>	<p>No progress due to lack of resources</p>
<p><b>Public transport – rail services</b></p>		
<p>The panel recommended that the borough work with Network Rail, Train Operating Companies and TfL to develop travel plans for main line and tube stations in Haringey specifically to address:</p> <ul style="list-style-type: none"> <li>▪ the barriers passengers face in accessing station by environmentally friendly means</li> <li>▪ what prevents non-passengers from getting to the station at all</li> <li>▪ the most cost-effective and environmentally friendly package of measures to improve station access.</li> </ul>	<p>Agree in principle but subject to resources</p>	<p>No progress due to lack of resources</p>
<p>The panel was supportive of the electrification of the</p>	<p>Agree recommendation</p>	<p>Service increases to 4 trains per hour 7</p>



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<p>Barking – Gospel Oak line and for improvements for passenger services on this service and recommended that the borough continue to work with the North London Strategic Alliance in support of these objectives.</p>		<p>days a week from May 2011. Electrification of the line included in TfL's response to High Level Output Statement for Network Rail investment period 2014-19.</p>
<p><b>Walking</b></p>		
<p>The panel recommended that Area Assemblies should be consulted in the development of the annual footway repair or renewal programme.</p>	<p>Recommendation not agreed. The footway repair programme is dependent on identified need. Ward councillors can be consulted on priorities following identification of need.</p>	
<p>The panel recommended that there should be a singular process for reporting repairs or maintenance across Haringey Council, Homes for Haringey and RSL's for:</p> <ul style="list-style-type: none"> <li>▪ footways</li> <li>▪ highways</li> <li>▪ lighting</li> </ul>	<p>Agree in principle but progress dependent on resources.</p>	<p>No progress due to lack of resources</p>
<p>The panel recommended that the Council should aim to improve the priority for walkers at major junctions and roads through improved signage, removal of barriers and more convenient crossing points.</p>	<p>Agree in principle subject to resources and assessment of the impact on other modes of transport</p>	<p>Removal of guardrailings has occurred at Wood Green High Road/Station Road/Lordship Lane; additional zebra crossings provided in 2010/11 for Lansdowne Road and Durnsford Road. Major scheme for Wood Green includes plans for better</p>



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		footways and pedestrian accessibility. Green Lanes project includes potential diagonal crossing by Warham Road and additional pedestrian crossing near to Frobisher Road.
That the council consider a method to which the gritting of pavements can be applied in residential streets.	Agree recommendation	No progress due to lack of resources
<b>Cycling</b>		
The panel recommended that development of the local cycle network should complement and develop access to the planned cycle superhighways.	Agree recommendation subject to resources	No progress as cycle superhighways still at design stage
The panel recommended that a Member Champion for cycling in Haringey be established through the Cycling England programme.	Agree recommendation in principle	Cycling England programme has been wound up. No progress on identifying Member Champion.
The panel recommended that the cycle plan produced through the Biking Borough scheme should be shared across the HSP to establish joint priorities and to ensure that coordinated approach is developed for its implementation.	Partially agree. The final report of the Biking Borough study has yet to be agreed. In principle joint working with HSP is supported.	Final report for Biking Borough Strategy completed. Following a funding bid TfL has allocated £320,000 between 2011 – 14 for a cycle hub at Wood Green and other measures. In addition LIP funding has been allocated in 2011-2014 for Biking Borough schemes. Programme of measures has been



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		developed. Development of projects still to be discussed with HSP.
<p>The panel recommended that cycle stand provision be improved through:</p> <ul style="list-style-type: none"> <li>▪ conducting an audit in all wards to assist in the development of a local database cycle stands which should subsequently inform and prioritise provision across the borough</li> <li>▪ Ensure that cycle stand provision is included within the Homes for Haringey environmental improvement plan</li> <li>▪ Ensuring that appropriate guidelines / standards are in place within Supplementary Planning Guidance for cycle stand provision within all new residential and business development.</li> </ul>	<p>Agree recommendation subject to resources</p> <p>Agree recommendation subject to resources</p> <p>Agree recommendation</p>	<p>No progress due to lack of resources. TfL are planning to carry out usage audit of cycle stands as part of Biking Borough strategy.</p> <p>No information on progress; action for Homes for Haringey</p> <p>Cycle parking provision and design guidance included in SPG, to be superseded by Development Planning Documents</p>
<p>The panel recommended that to develop a more strategic approach, the Council should aim to align existing school cycle training provision across the HSP and identify further partners to coordinate service provision.</p>	<p>Recommendation not agreed. The school cycle training budget is fully utilised in supporting school travel plans.</p>	
<p>Whilst the panel acknowledged the need to move toward a multi-skilled transport team, the</p>	<p>Recommendation not agreed. Officers are required to be fully integrated and to have an</p>	



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<p>panel recommended that a cycling lead for the borough be retained (for expertise and specialist input in to road traffic schemes and planning applications).</p>	<p>understanding of cycle planning and the creation of a cycle officer would not mainstream this knowledge within existing staff.</p>	
<p>The panel recommend that a cycle design panel should be developed to consult on development of the local cycle network, transport infrastructure and other cycling improvements which:</p> <ul style="list-style-type: none"> <li>▪ should incorporate local cycling groups and other relevant outside bodies</li> <li>▪ should encourage early consultation within the design process.</li> </ul>	<p>Agree recommendation subject to resources</p>	<p>No progress on setting up panel. Local cycle group consulted on cycle programme and schemes. Also cycle group and residents participated in meeting in progress on Biking Borough strategy in July 2011.</p>
<p><b>Sustainable town centres</b></p>		
<p>The panel was in agreement that an area based approach offered the best solution to transport issues at local shopping centres, where a holistic assessment of travel needs would engender an integrated transport response. This should also incorporate further research on:</p> <ul style="list-style-type: none"> <li>▪ the modes of travel used to access local shopping centres</li> <li>▪ initiatives to incentivise local people to shop locally by using sustainable modes of transport.</li> </ul>	<p>Agree recommendation subject to resources for incentivisation initiatives.</p>	<p>Major scheme proposed for Wood Green town centre. TfL has allocated £100,000 LIP funding to develop scheme designs in 2011/12. Information on access to Wood Green available. Walk and Cycle reward scheme planned for Green Lanes and Muswell Hill as part of Smarter Travel programme. The scheme will also include a survey of</p>



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		local people's travel habits.
<b>Controlled parking zones</b>		
The panel recommended that a review of parking policy is undertaken to investigate the possibility that a more strategic approach is adopted within the development of Controlled Parking Zones in the borough.	Agree recommendation subject to resources	This was also a recommendation of the Sustainable Transport Commission which was not agreed.
Traffic calming		
The panel recommended that the council develop a borough wide 20mph speed limit to be operational in all residential areas and where appropriate is reinforced by traffic calming measures.	Recommendation partially agreed. It is considered a general 20mph speed limit in residential areas is only effective with physical measures to slow traffic.	Separate Scrutiny Review set up to consider default 20mph for suitable residential roads and consideration of a pilot scheme. In response to Review report Cabinet did not agree to progress a 20mph speed limit on residential roads although this could be reviewed in the future in the light of more evidence to support such an approach and subject to funding being available.
The panel recommended the range of traffic calming measures currently in development (i.e. DIY Streets, Psychological Traffic Calming) are evaluated with a view to developing	Agree recommendation subject to resources.	DIY Streets project being implemented in 2011/12 for Turnpike Lane area. LIP funding submission for 2012/13 includes a proposal for the



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a low-cost package of measures which can be deployed across the borough as assessed to be needed.		Hornsey area.
<b>Land use and planning</b>		
The panel recommended that Supplementary Planning Guidance for Transport Assessment (SPG7c) and Travel Plans (SPG7b) should be updated and refreshed to reflect both national and local sustainable transport objectives.	Agree recommendation.	SPG documents to be superceded by emerging Development Plan Documents. DPDs being developed.
The panel recommended that members of the planning committee should receive further training and support in the application of sustainable transport planning guidance (in light of updated SPG above).	Agree recommendation.	No progress due to lack of resources
<b>Accessibility issues for sustainable transport</b>		
The panel recommended that the Overview & Scrutiny Committee should commission a review of transport provision for elderly and disabled residents which should encompass door-to-door transport, community transport and hospital transport services.	Agree recommendation subject to resources	No progress due to lack of resources
The panel noted that financial pressures will most likely lead to a rationalisation of TfL programme to improve	Agree recommendation	TfL has prepared a draft Accessibility Implementation Plan which includes a programme of



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<p>disabled access to the tube network. The panel recommended that TfL should consult the borough on appropriate stations to focus development (i.e. Turnpike Lane rather than Wood Green).</p>		<p>accessibility measures for national and underground stations. The Council will be responding by the closing date of 31 October 2011.</p>
<p>The panel recommended that work programmes which aim to promote active travel across the HSP should be aligned to help coordinate and prioritise work and help to target access to under represented groups (i.e. women, BME groups and older people).</p>	<p>Agree recommendation subject to resources</p>	<p>Liaison with Public Health taking place but no further progress due to lack of resources</p>
<p>The Overview &amp; Scrutiny Committee recommended that the Council should aim to develop level access at bus stops and interchanges between routes so that all passengers, including the elderly and mobility impaired, have improved access the bus network.</p>	<p>Agree recommendation subject to resources.</p>	<p>Improvements to Wood Green High Road including bus stop accessibility enhancements have been completed. Further proposals for Wood Green High Road and Green Lanes are being progressed. Amendments to Muswell Hill roundabout to provide an accessible bus stop being developed for implementation in 2011/12.</p>