

**MINUTES OF THE SCRUTINY REVIEW - SUSTAINABLE TRANSPORT
TUESDAY, 29 SEPTEMBER 2009**

Councillor Beacham, Mallett (Chair), Santry and Webers

Observer Councillor Guest Inattendance Short List

Apologies Councillor

LC1. APOLOGIES FOR ABSENCE

None received.

LC2. DECLARATIONS OF INTEREST.

It was noted that Cllr Mallett was a member of the London Cycling Campaign and Cllr Beacham worked for Transport for London. Neither member felt that these declared interests would be prejudicial to the review.

LC3. LATE ITEMS OF URGENT BUSINESS.

None.

LC4. INTRODUCTION TO REVIEW

The Chair welcomed other panel members and representatives local stake holding groups to the meeting.

The chair of the panel welcomed the opportunity to oversee this review as it was felt that it had the potential to make a real contribution to increasing the number of residents who choose to use sustainable transport. It was hoped that the would not only be about encouraging people to walk and cycle, but also the use more sustainable forms of transport such as buses and trains, and encouraging people to use their cars differently or even switch from car ownership to using a car club.

- 4.3 It was noted that Haringey is quite well-served by public transport, with good bus services, 6 underground stations and a number of overland rail stations which give good links to employment opportunities in the city centre. But there may be areas of the borough where public transport can be improved or made more accessible. It was hoped that the review may help to identify such areas.

It was hoped that the review would improve the travel options for all transport users in Haringey; helping those who use a car to look at alternatives or to use it less; assess how highways can be improved for cyclists and where more safe and secure cycle parking should be situated; and to examine how the urban environment can be improved to encourage more people to walk.

It was anticipated that the review would hear from both people who use sustainable transport at the moment, to understand how this can be improved (i.e. more cycle

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lanes, pavement repairs), and those who don't, so to identify the barriers which people face in choosing to use more sustainable modes (confidence, perceptions of safety and security). In promoting sustainable transport the review should also consider what impact this may have on the many different communities that live in Haringey.

Whilst it is apparent that congestion needs to be improved locally, the emphasis should be on behaviour change, encouraging people to switch from their cars to more sustainable methods. What the review will hopefully do is to identify how alternatives can be made as attractive as possible in Haringey to support those people considering to change their travel behaviour.

LC5. SCOPING REPORT

The panel discussed various aspects of the scoping report and the background data provided within it. The following provides a summary of some of the issues raised by the panel and others present at the meeting.

Place Survey

Excerpts from the Place Survey were presented to the review panel. The panel were interested in the findings from the place survey, particularly those which highlighted the comparative ranking of transport as an issue of most concern in Haringey. The Panel wished to receive further clarification on the methodology that was used for the Place Survey (there was some concern that this was an electronic survey). It was agreed that this would be presented at the next meeting.

The panel also expressed a desire to see further comparative data from the Place Survey which related Haringey residents' perceptions of transport issues alongside other London Boroughs. It was also agreed that this would be presented at the next meeting.

Agreed: That further details on the place survey as well as comparative data to be provided to the panel.

Local Implementation Plan

The Panel noted that Local Authorities would begin to develop Local Implementation Plans in the spring of 2010 (subject to the completion of the Mayors Transport Strategy). This in effect, is the boroughs local transport strategy. As part of the preparation process, Haringey would be expected to consult widely with local stakeholders and other local interest groups. It was noted that the timing of the review could be influential in guiding the development and content of the local strategy (through conclusions developed in the review and recommendations contained within final report).

The Panel noted that process through which LIP funding was administered was being reformed: to simplify the process funding streams were being reduced from 23 to 5 to reduce; to reduce bureaucracy the requirement for LA's to provide an annual report has been dropped; to create future certainty and planning more funding would be announced in advance. Overall, the impact was to give LA's further flexibility as to how they spend the TfL allocation (in relation to the Mayor's transport priorities). The panel noted that funding for Haringey from the Local Implementation Plan for 2010/2011 had been set at £2.8m.

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The panel sought further clarification on how budgets were allocated to LA's through the LIP. It was noted that each year LA were required to outline bids to TfL relaying their transport plans for the year ahead and how they complied with the objectives of the Mayors Transport Strategy. The Panel noted that under the new funding process, a funding formula had been developed which aims to recognise local needs and apportion funds accordingly.

Cycling

Proportionally fewer people cycle in Haringey compared to our geographic neighbours and to other comparable boroughs. It was felt that this could be assessed within the review, to help understand why cycling is not as popular in Haringey and how modal share can be improved. It was noted that there may be other boroughs which appear to be doing well in this respect from which Haringey could learn (i.e. Lambeth and Hackney). It was agreed that further representation from cycling organisations be incorporated within the review.

Agreed: that further representation be sought from cycling organisations (i.e. London Cycling Campaign) or London Boroughs who have a good track record of cycling developments (e.g. Hackney and Lambeth) in the review.

20mph zones/ car free zones

The panel and those present discussed 20mph zones and car free developments. It was noted that there were a number of 20mph zones in the borough already, most of these were in the east where there were higher accident rates. There were plans to extend these further where there was evidence to do so.

The Panel noted that there were a number of car free developments in Haringey which have had mixed response. Whilst these have evidently reduced car usage (they do not totally exclude cars) it was noted that they were not without problems, particularly if those residents require a car for their own business. Officers from the planning department would be visiting the review panel where members would be able to question them further on new car free developments.

Parking

The Panel discussed the influence of the availability of car parking and how this may affect people's decision whether to use a car or opt for more sustainable methods of travel. The panel noted that a careful balance needed to be achieved to ensure that adequate parking was provided, particularly in business areas where parking needed to be provided to support economic development.

It was noted that the council were currently evaluating a local scheme which considered parking and transport use within a local business area (Crouch End). Members were keen to hear about the evaluation of the Stop and Shop scheme, and it was agreed that the findings would be presented to the Panel.

Agreed: that the evaluation of stop and shop be presented to the panel.

Publicising the review

It was agreed that the review should be widely publicised to let local people know that this is taking place. It was suggested that a short article be placed in Haringey People, explaining when the meetings were taking place and how local residents could become involved. This could focus on improving participation at the meeting

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dedicated to hearing representations from local stakeholder groups (Haringey Cycling Campaign, Living Streets), community organisations (sustainable Haringey) and other local residents.

Agreed: that an article promoting the review be placed in Haringey People.

Aim of the review

The panel discussed the overarching aim of the review as presented in the scoping report and made a number of suggested amendments. It was agreed that the aim of the review would be circulated to members via email for final approval.

Review objectives:

Members of the review panel discussed the individual review objectives as presented in the scoping report and made a number of suggested amendments. These would be circulated to members via email for final approval.

Work-plan

The work plan was presented to the panel via the scoping report. It was noted that the work-plan at this stage was in draft form and could be altered as the review progressed. The planned evidence sessions were themed around the contributions of particular groups of informants/ work plan questions. If there were any additional suggestions concerning potential witnesses to the review, or local groups that should be invited to attend, the panel were to notify the scrutiny officer.

It was noted that the work of the review would need to be completed by Mid March. The work-plan anticipated four evidence sessions, with a further meeting to confirm the reviews conclusions and recommendations. It was noted that there was scope for a further meeting in the New Year should the panel wish to receive further evidence.

Community and public involvement

Members agreed that future meetings of the panel would be held at Haringey Civic in Wood Green as this is a convenient location for people across the borough.

Further information requirements

During the course of discussions Members highlighted that they would like further information from the sustainable transport service on the following issues. It was agreed that these would be prepared for the next panel meeting.

- Congestion data – highway congestion figures, crowding information for public transport, locations where traffic congestion causes problems for buses, cyclists and pedestrians.
- School Travel Plans – comparison of performance indicators with neighbouring boroughs
- List of TfL roads in Haringey

Agreed: the above data to be presented at the next panel meeting.

LC6. SUSTAINABLE TRANSPORT PROVISION IN HARINGEY

Joan Hancox, Head of Sustainable Transport at Haringey Council gave a verbal presentation to the panel which outlined some of the key challenges that face the LBH faces in respect of sustainable transport provision.

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The most significant challenge facing Haringey was the need for structural reorganisation in response to changes in the Local Implementation Plan funding process. The streamlining of the existing 23 funding streams would encourage more integrated and holistic patterns of work across the different transport modes and Haringey's transport structures should be seen to respond to this.

A further local challenge is that Haringey, along with other boroughs, will soon be required to develop a new Local Implementation Plan. The LIP is, in effect, a new local transport strategy. This is a major undertaking which will require significant input from many departments within the Council and will undergo widespread local consultation. The LIP development process is expected to start in the Spring of 2010.

There is mounting evidence to suggest that behaviour change models (as exemplified through smarter travel initiatives) are more productive in achieving modal change than more traditional methods (i.e. bus and cycle lane provision). As smarter travel initiatives account for a relatively small part of the transport budget at present, moves to develop this further may also require significant organisational restructuring and financial realignment. It is hoped that the scrutiny review will contribute to this developmental process.

The Panel was concerned that a shift towards smarter travel initiatives need to be preceded by increased capacity and infrastructure development to support people willing to change mode of travel. It was noted however, modal shift can be achieved through simply challenging people's perceptions of sustainable methods or by providing more travel information, before any need for major infrastructure investment.

LC7. FINANCE BRIEF

Joan Hancox also provided the panel with a background briefing on the financing of the sustainable transport service in Haringey. The total budget for the service is approximately £10m which is obtained through a number of funding streams, most notably through Transport for London (about £4.1m) and investment from Haringey Council (about £5.7m).

Local consultations have shown the importance of local footways and roads and this is reflected in the current capital investment where about 40%-50% of current investment is on roads and footways. There has also been significant investment in local cycling infrastructure and road safety schemes.

The amount of money which is spent on local behaviour change initiatives (i.e. school travel plans, travel awareness and education) is a relatively small part of the overall budget: probably about 5%. There is a local perception that more can be achieved with further investment in local behaviour change initiatives (i.e. help to encourage more people out of their cars). All smarter travel initiatives are currently funded through Transport for London.

The service has a revenue budget of approximately £7m of which the main expenditure items are associated costs for 60 staff (£2.5m) and contactor costs (£1.9m). It was also noted that about £600k of savings have been achieved from the budget over the past 12 months.

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The service is also reliant on fees for income; these are, for example, levied against utility companies that undertake work on the boroughs roads, or businesses that deploy scaffolding. The authority does not charge for all roads however as some are managed exclusively through Transport for London. The Panel requested a list of which roads were subject to charging **[Agreed see 5.17]**

LC8. DATE OF FUTURE MEETINGS

The panel confirmed future dates of the meeting:
Tuesday 27th October 7-9pm Committee Room 2, Haringey Civic Centre,
Tuesday 17th November 7-9pm Committee Room 2, Haringey Civic Centre,
Tuesday 15th December 7-9pm Committee Room 2, Haringey Civic Centre

LC9. URGENT BUSINESS

None.

Clr George Meehan

Chair