



NOTICE OF MEETING

Scrutiny Review – Sustainable Transport

TUESDAY, 27TH OCTOBER, 2009 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, LONDON N22 8LE.

MEMBERS: Councillors Beacham, Mallett (Chair), Santry and Weber

AGENDA

1. APOLOGIES

2. DECLARATIONS OF INTEREST

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgment of the public interest **and** if this interest affects their financial position or the financial position of a person or body as described in paragraph 8 of the Code of Conduct **and/or** if it relates to the determining of any approval, consent, licence, permission or registration in relation to them or any person or body described in paragraph 8 of the Code of Conduct.

3. LATE ITEMS OF URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda items where they appear. New items will be dealt with at item 11 below.

4. MINUTES OF THE LAST MEETING (PAGES 1 - 6)

To receive minutes of the last meeting and discuss any matters arising.

5. BRIEFING FROM SUSTAINABLE TRANSPORT SERVICE (PAGES 7 - 22)

To receive a briefing from Sustainable Transport Service on further information requested by the panel.

6. THE GREENEST BOROUGH STRATEGY

To receive a verbal report on the Greenest Borough Strategy with particular reference to sustainable transport objectives (Alex Gear, Programme Manager, Greenest Borough Strategy).

7. CORE STRATEGY AND SUSTAINABLE TRANSPORT

To receive a verbal report on the Core Strategy and the ways in which travel behaviour can be influenced by planning and policy mechanisms (e.g. connecting of transport nodes, minimising the need to travel, car free developments (Malcolm Smith, Transport Policy) and Ismail Mohammed, Planning Policy).

8. NHS HARINGEY

To receive evidence from NHS Haringey on the health impact of sustainable transport. (To be confirmed)

9. PLACE SURVEY (PAGES 23 - 32)

To receive a briefing on the Place Survey (methodology) and comparative data with other London boroughs.

10. MEMBER CYCLE CHAMPION (PAGES 33 - 38)

To note the Cycle England initiative to support cycling through the nomination of Member Champion (attached briefing).

11. LATE ITEMS OF BUSINESS

12. DATE OF NEXT MEETING

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**Scrutiny Review Sustainable Transport
Panel Meeting 29th September 2009: Minutes**

Present: Cllrs Beacham, Mallett, Santry and Weber

Also in attendance: Chris Barker, Martin Bradford, Paul Bumstead, Bryony Clifford, Adam Coffman, Joan Hancox, Sue Penny.

1. Apologies for absence

1.1 None received.

2. Declarations of interest

2.1 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.

3. Late items of urgent business

3.1 None received.

4. Introduction to review

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

4.2 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.

4.4 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.

4.5 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 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.

- 4.6 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.

5. Scoping report

- 5.1 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

- 5.2 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 a electronic survey). It was agreed that this would be presented at the next meeting.

- 5.3 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

- 5.4 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).

- 5.5 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.

- 5.6 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

- 5.7 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

- 5.8 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.

- 5.9 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

- 5.10 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.

- 5.11 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

- 5.12 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 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

- 5.13 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:

- 5.14 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

- 5.15 The work plan was presented to the panel via the scoping report. It was noted that the work-plan was 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.

- 5.16 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

- 5.17 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

- 5.17 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.

6. Sustainable transport provision in Haringey

- 6.1 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.
- 6.2 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.
- 6.3 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.
- 6.4 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 hope that the scrutiny review will contribute to this developmental process.
- 6.5 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.

7. Finance

- 7.1 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).

- 7.2 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.
- 7.3 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.
- 7.4 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.
- 7.5 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]

8. 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

The meeting finished at 9.15pm



Haringey Council

Briefing Note for Sustainable Transport Scrutiny Review

27th October 2009

Sustainable Transport service response to questions from 29th September 2009 meeting.

Highway congestion – impact on other modes

The most recent survey of delay due to highway congestion was carried out in May 2007 by TfL Streets Road Network Performance and Research. The maps in Appendix 1 show the average vehicle delay in minutes per km for the main routes in the borough for the AM peak, Inter Peak and PM peak periods. It can be seen that the most significant delays occur on the A1, Fortis Green Road, Wood Green High Road, Turnpike Lane, Westbury Avenue, West Green Road, Seven Sisters Road and Tottenham High Road.

Other data from TfL shows that the most congested areas in the borough in 2006 were those around Seven Sisters, including the area around the Tottenham Gyratory and the area bounded by Seven Sisters, West Green Road and Green Lanes. It is predicted that congestion in the borough in 2016 and 2026 will be at a broadly similar level to this and follow a similar geographical pattern. The only significant increase in congestion will occur in the Tottenham area. These predictions are based on population and job growth as per Further Alterations to the London Plan 2008 (lower end of range), and include known, funded transport schemes.

The congestion outlined above has an impact on bus users, pedestrians and cyclists.

Impact on buses

Traffic congestion has a direct impact on bus journey times. The congestion on bus routes has several causes. For example, at unregulated junctions traffic is delayed because give way signs are not being observed properly. Congestion is also caused by delivery vehicles failing to properly observe loading and unloading times.

In school term time the volume of traffic due to school related journeys causes considerable congestion. This situation is made worse by parents using inappropriate locations to drop off and pick up their children. At Western Road, N22 we have installed traffic regulation signs specifically to address this problem.

Bus Priority schemes for the borough are identified and prioritised by a group which include the TfL Bus Priority team, TfL consultants, London Buses and Council Officers at a joint inspection meeting. At these meetings the different bus routes are inspected and proposals are then drawn up. Schemes are then prioritised.

Impact on cyclists

There are several locations known to officers where traffic congestion causes particular problems for cyclists. These are the Green Lanes N4/N8, Wightman Road N4/N8 and Hornsey High Street N8. A major factor in these locations is the width of the road which is not adequate to accommodate cycle lanes.

Consultation is programmed to commence at the end of October 2009 for an London Cycling Network+ scheme along Cranley Gardens N10, which is a traffic calming scheme.

Related to cycling in the borough, a press release has been issued to local newspapers and information has been provided on Haringey Council's web site asking residents where they would like bike stands to be installed. The feedback received from this is currently being compiled.

Pedestrians

Traffic congestion can cause safety issues for pedestrians since they are likely to attempt to cross the road between stationary or slow moving vehicles. They may then become trapped in the middle of the carriageway as they meet faster moving streams of traffic.

The programme for footway works in 2009/10 may be found in Table 3.

Crowding on public transport

TfL have produced crowding plots for London Underground and National Rail in 2006, 2016 and 2026. These show the number of standing passengers per square metre on each section of the lines in the most crowded direction at peak times. The North London sections of these may be found in Appendix 1. The predictions in these plots are based on population and job growth as per Further Alterations to the London Plan 2008 (lower end of range), and include known, funded transport schemes.

It can be seen that crowding levels on the Piccadilly Line between Cockfosters and Kings Cross are predicted to remain at approximately 2006 levels in 2016 and 2026. On the Victoria Line, crowding on the section between Seven Sisters and Highbury and Islington is expected to increase between 2006 and 2016. The level of crowding is then expected to remain broadly the same between 2016 and 2026.

On the Northern line, crowding between East Finchley and Tufnell Park is expected to remain at approximately 2006 levels in 2016 and 2026. The section between Tufnell Park and Kentish Town is expected to become more crowded by 2016 and to remain at this level in 2026. The section between Kentish Town and Camden Town is likely to become significantly less crowded by 2016. However, this section is expected to revert to the 2006 level of crowding by 2026.

On the First Capital Connect route, the moderate level of crowding between Oakleigh Park and Alexandra Palace is expected to reduce by 2016. The significant level of crowding on the section between Finsbury Park and Essex Road is also likely to ease by 2016 although crowding is anticipated to return to broadly 2006 levels by 2026. However, crowding between Haringay and Finsbury Park is anticipated to ease between 2016 and 2026.

On the National Express East Anglia route via Seven Sisters, the section between White Hart Lane and Bruce Grove is expected to become more crowded by 2016. However, the entire length of the route between Harlow Town and Hackney Downs via Tottenham Hale is expected to be less crowded in 2016 than in 2006. By 2026, the section between Northumberland Park and Tottenham Hale is expected to revert to 2006 levels of crowding but the remainder of the line will maintain similar levels of crowding to 2016.

The London Overground line between Upper Holloway and South Tottenham is expected to become significantly more crowded by 2016. Crowding between Haringay Green Lanes and South Tottenham is then expected to ease a little by 2026.

Travel to school

The usual modes of travel to school for Haringey primary and secondary school children are shown in Table 1. It is Haringey's aim to reduce the number of children travelling to school by car and target maximum percentages for travel by this mode are summarised in Table 2.

The latest data for comparison with other boroughs is from 2007. Haringey came 13th out of the 32 boroughs. The neighbouring inner London boroughs of Islington (2nd), Hackney (3rd) and Camden (5th) all had fewer children travelling to school by car than Haringey. Waltham Forest, ranked 14th had a similar percentage of children travelling to school by car as Haringey. The neighbouring outer London boroughs of Enfield (29th) and Barnet (32nd) score poorly in the rankings.

Table 1 Usual mode of travel to school in Haringey 2008/9

	a. Primary %	b. Secondary %
Cars (inc vans and taxis)	20.8	5.4
Car share	0.8	0.5
Public Transport	8.3	42.9
Walking	68.8	46.9
Cycling	0.7	1.1
Other	1.4	3.2

Table 2 Haringey targets for percentage of children travelling to school by car

	a. Primary %	b. Secondary %
2008/9	19.5	4.8
2009/10	18	4.7
2010/11	16.5	4.6

TfL routes in Haringey

The borough contains three TfL routes, these are sections of the A1, A10 and A503.

Table 3 Planned footway works, 2009-10

	Start Date	End Date
Asplins Road, N17	1/6/09	3/7/09
Janson's Road N15	1/6/09	15/6/09
Lawrence Road, N15	8/6/09	6/7/09
Wood Vale N10	15/6/09	15/8/09
Park Ave North N8	15/6/09	19/8/09
Priory Road N8	15/6/09	11/7/09

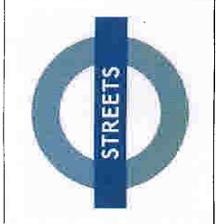
Cholmeley Cres, N6	15/6/09	29/7/09
Weir Hall road N17	15/6/09	7/8/09
Priory Gardens N6	15/6/09	15/8/09
Priory Road, N8	15/6/09	17/7/09
Waltheof Ave N17	15/6/09	20/7/09
The Crossway N22	29/6/09	19/7/09
Rectory Gardens N8	13/7/09	26/8/09
Buckingham Rd, N22	20/7/09	7/8/09
Grovelands Rd N15	27/7/09	18/8/09
Princes Ave, N22	10/8/09	16/9/09
Croxford Gdn N22	10/8/09	4/8/09
Beechwood Road N8	10/8/09	25/9/09
Queens Wood Rd, N6	13/8/09	3/9/09
Wolves Ln N22	17/8/09	31/10/09
Gladesmore Rd N15	17/8/09	17/9/09
Keynes Close, N2	24/8/09	28/8/09
FOOTPATH, N22	1/9/09	21/9/09
Park View Road N17	17/8/09	7/11/09
Woodstock Rd N4	14/9/09	28/11/09
Crowland Rd N15	14/9/09	10/10/09
Bounds Gn Rd, N22	16/9/09	24/9/09
St James's Lane N10	21/9/09	31/10/09
Hawthorn Road N8	5/10/09	17/12/09
Effingham Road, N8	5/10/09	19/12/09
Tregaron Ave N8	5/10/09	4/11/09
Bedwell Road N17	5/10/09	24/10/09
Oak Avenue N17	12/10/09	28/11/09
Risley Avenue N17	19/10/09	8/1/10
St Loy's Road, N17	26/10/09	28/11/09

The Avenue, N10	15/10/09	4/3/10
Vallance Rd, N22	12/10/09	27/2/10
Muswell Road, N10	2/11/09	30/1/10
Burgoyne Road, N4	16/11/09	19/12/09
Church Vale, N2	16/11/09	6/2/10
Smithson Rd N17	16/11/09	23/12/09
All Hallows Rd N17	4/1/10	30/1/10
Glendish Road, N17	4/1/10	13/2/10
Gedeney Rd, N17	9/1/10	20/2/10
Green Lanes, N8	11/1/10	30/1/10
Great North Road, N6	25/1/10	27/2/10
Halefield Road, N17	8/2/10	20/3/10
Stirling Road N17	22/2/10	13/3/10
Wightman ROAD, N4	1/2/10	27/2/10

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May 2007 Average Delay - AM Peak (Working days only - Mon to Fri)

Haringey



Road Network Performance and Research

- Note:**
- Network shown is ITIS links on Network of Interest.
 - AM Peak is 7am to 10am.
 - Delay measurement is peak speed compared to night speed (10pm to 6am - free flow) in mins/km
 - Links with 2 or more observations are shown
 - Both directions are shown
 - Processed as per DfT instructions issued in Jan 08



Information derived from data provided by ITIS Holdings obtained from vehicles fitted with GPS devices

Delay Measurement (mins per km)

Red line	Greater than 1.5
Orange line	1 to 1.5
Yellow line	0.5 to 1
Green line	0.25 to 0.5
Blue line	Less than 0.25
Grey line	No Data

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May 2007 Average Delay - Inter Peak (Working days only - Mon to Fri)



Road Network Performance and Research

- Note:**
- Network shown is ITIS links on Network of Interest.
 - Inter Peak is 10am to 4pm.
 - Delay measurement is peak speed compared to night speed (10pm to 6am - free flow) in mins/km
 - Links with 2 or more observations are shown
 - Both directions are shown
 - Processed as per DfT instructions issued in Jan 08

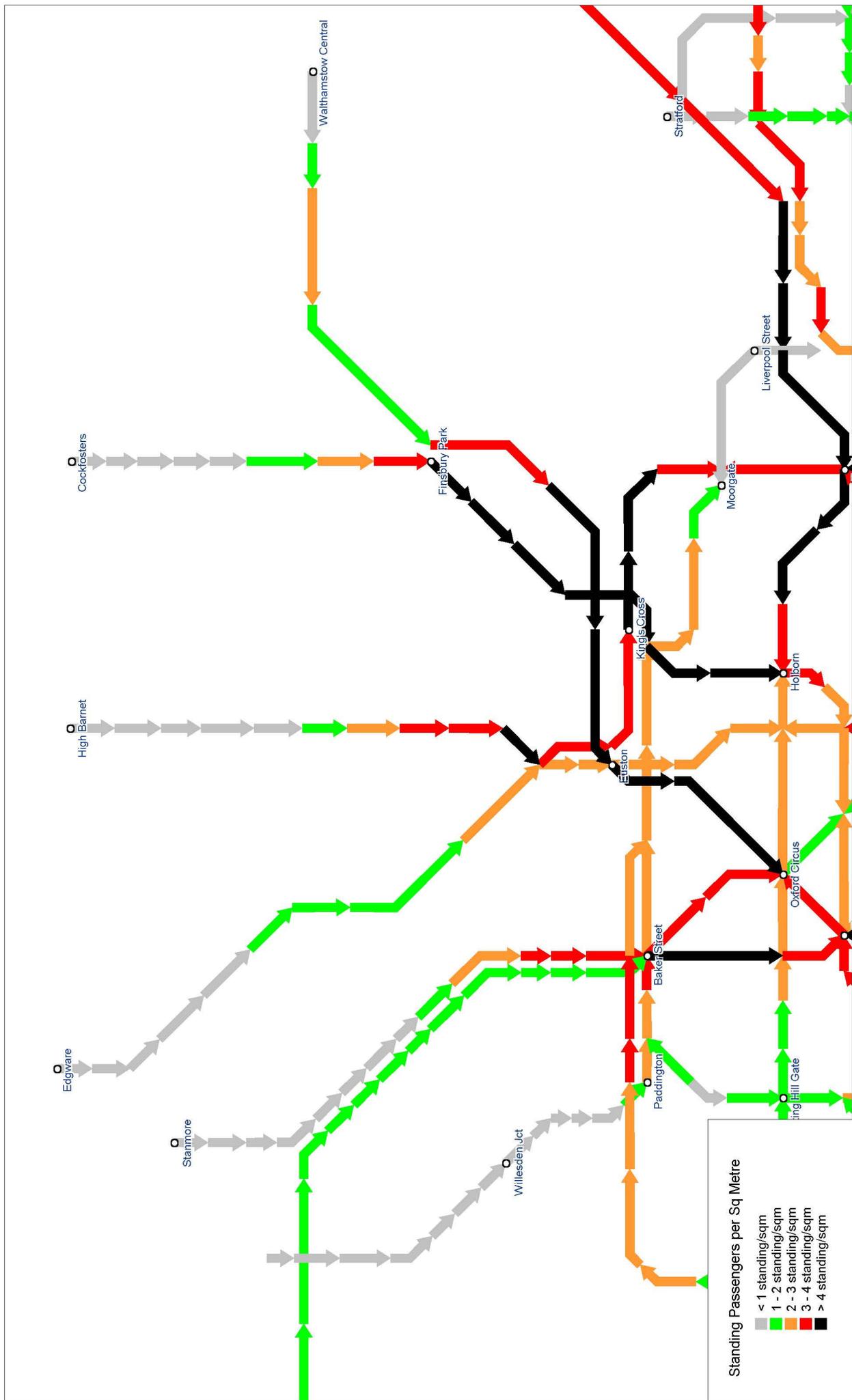


Information derived from data provided by ITIS Holdings obtained from vehicles fitted with GPS devices

Delay Measurement (mins per km)
Greater than 1.5
1 to 1.5
0.5 to 1
0.25 to 0.5
Less than 0.25
No Data

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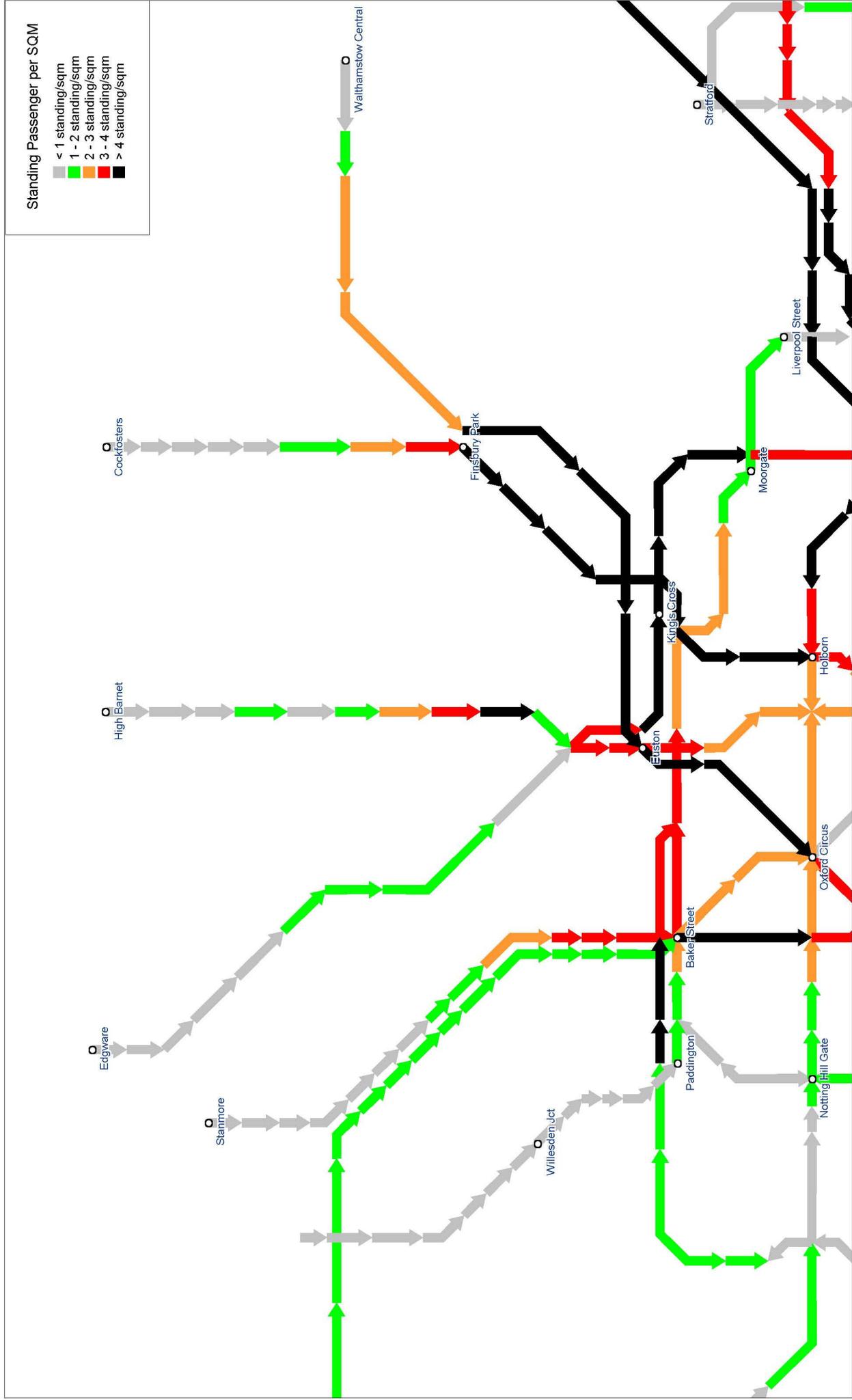
North London - London Underground Crowding 2006



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North London - London Underground Crowding 2016

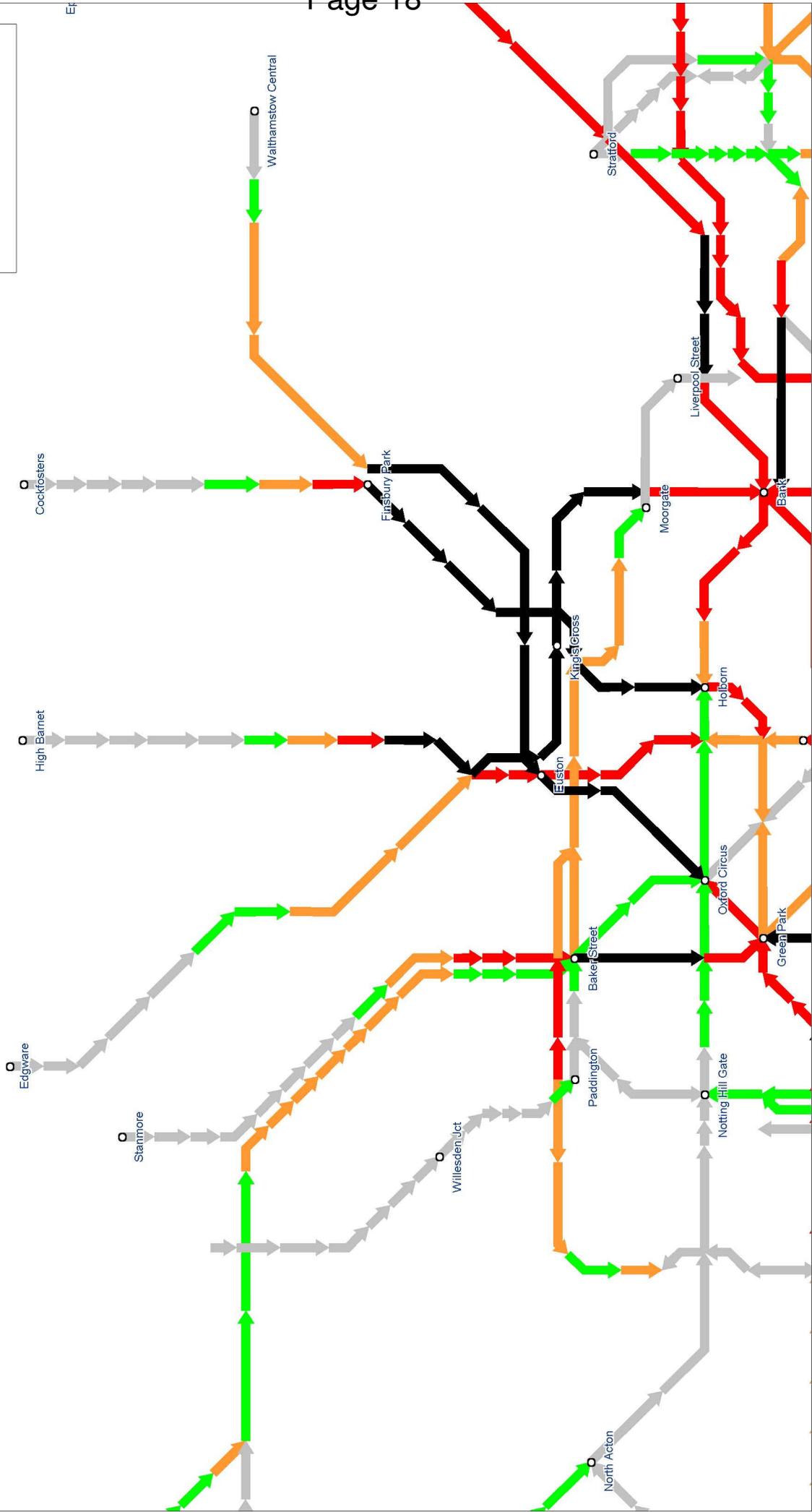
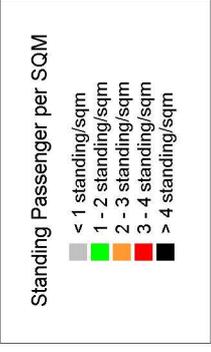


MTS2 Reference Case: BF1104K (Feb 09)
 Crowding plots includes reliability and shows:
 - peak hour crowding (54% peak period demand)
 - most crowded direction
 - using a standing density factor of 7 pax/sqm

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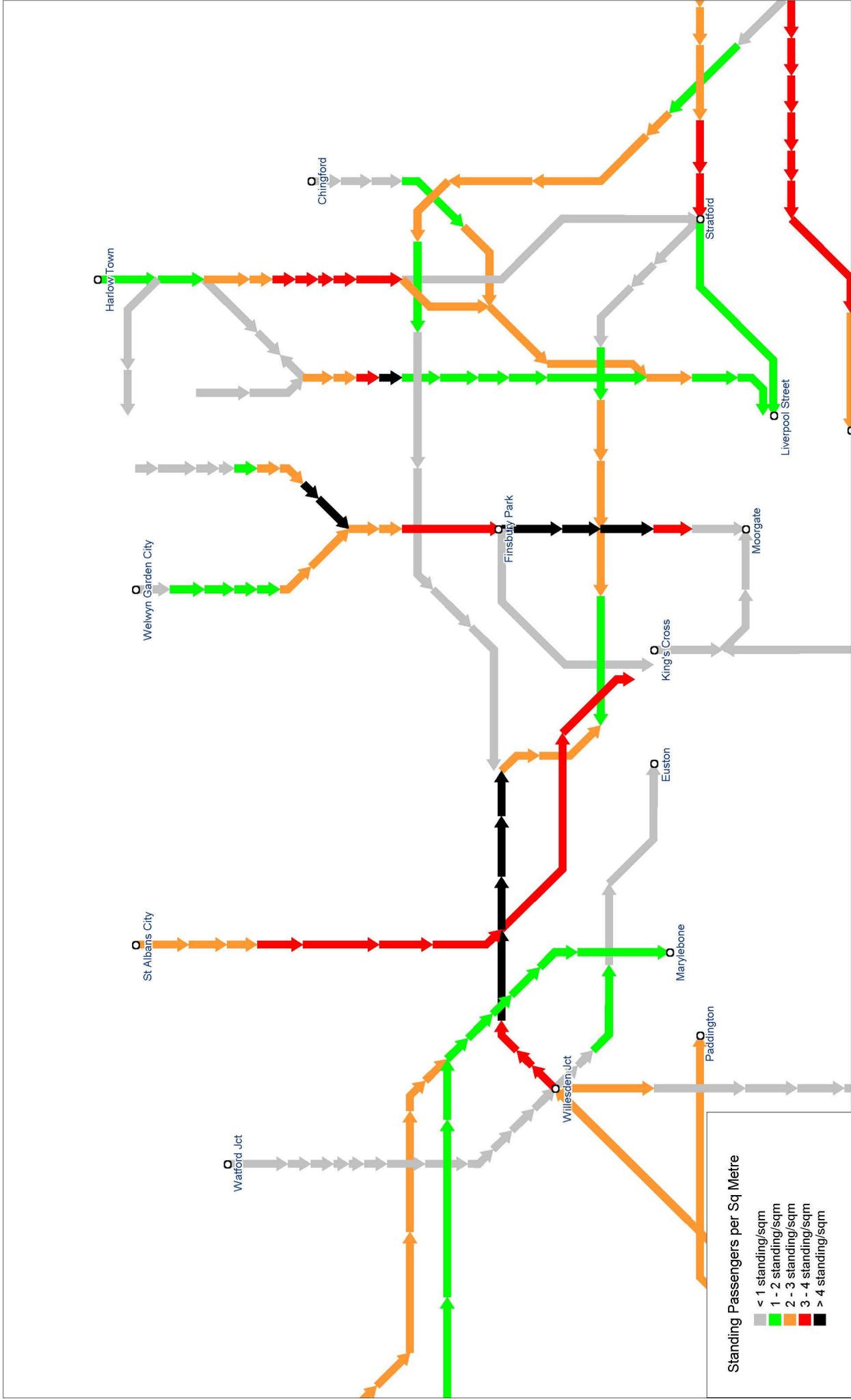
North London - London Underground Crowding 2026



MTS2 Reference Case: BF01928U (May 09)
 Crowding plots includes reliability and shows:
 - peak hour crowding (54% peak period demand)
 - most crowded direction
 - using a standing density factor of 7 pax/sqm



North London - National Rail Crowding 2006



Standing Passengers per Sq Metre

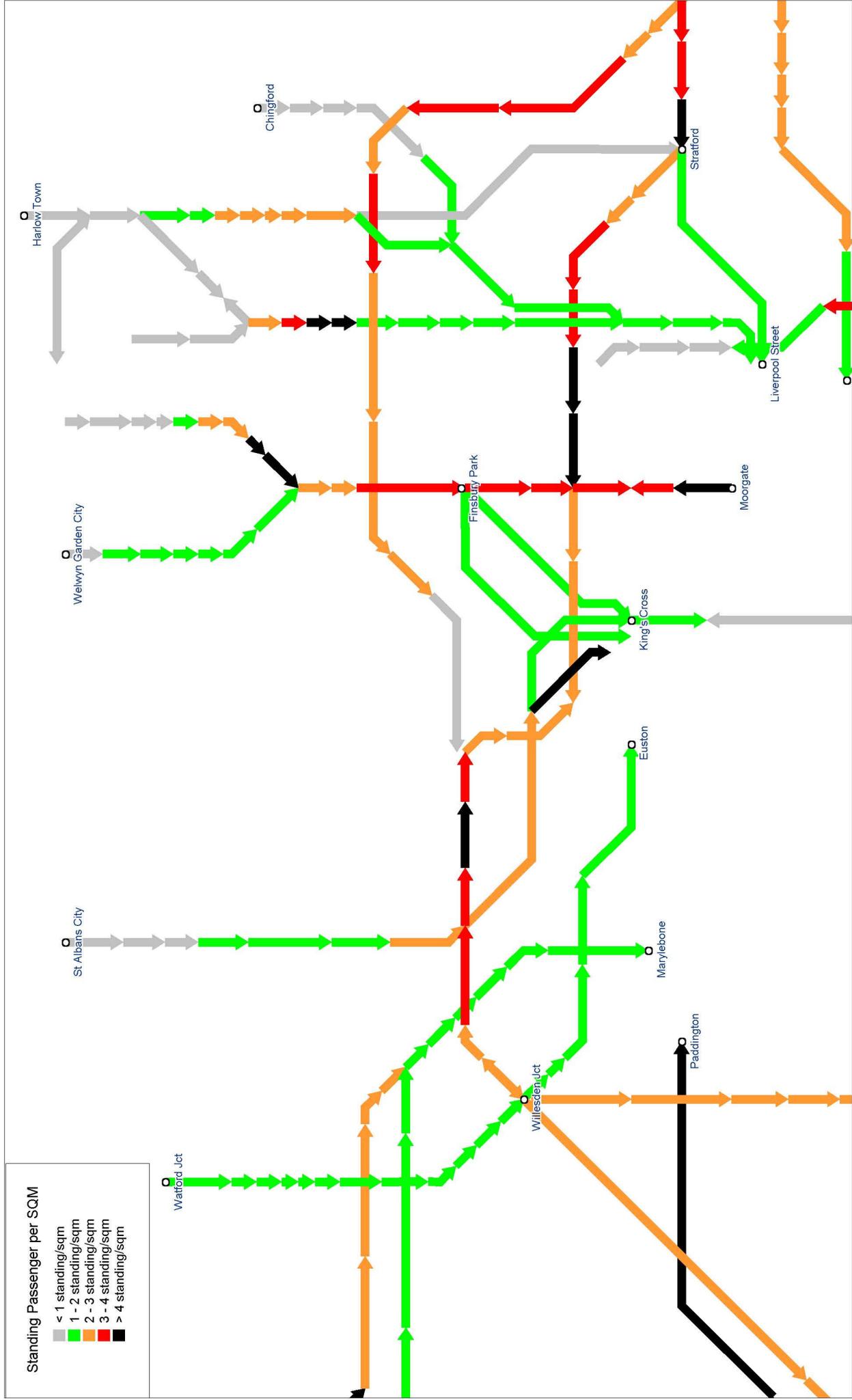
- grey < 1 standing/sqm
- green 1 - 2 standing/sqm
- orange 2 - 3 standing/sqm
- red 3 - 4 standing/sqm
- black > 4 standing/sqm

MTS2 Reference Case: BF1217V (Feb 09)
 Crowding plots includes reliability and shows:
 - peak hour crowding (54% peak period demand)
 - most crowded direction
 - using a standing density factor of 7 pax/sqm

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North London - National Rail Crowding 2016



Standing Passenger per SQM

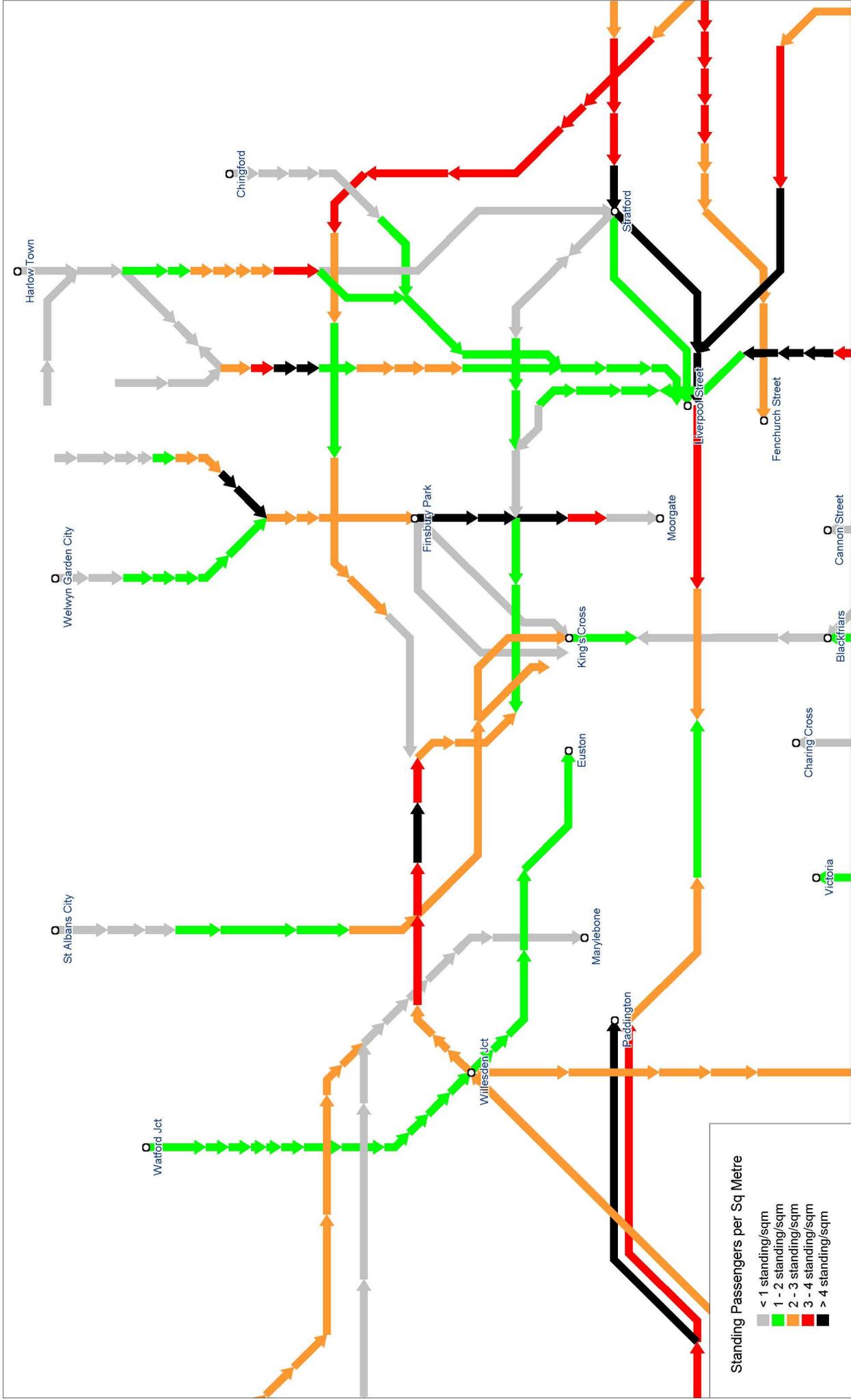
- Grey: < 1 standing/sqm
- Green: 1 - 2 standing/sqm
- Orange: 2 - 3 standing/sqm
- Red: 3 - 4 standing/sqm
- Black: > 4 standing/sqm

MTS2 Reference Case: BF1104K (Feb 09)
 Crowding plots includes reliability and shows:
 - peak hour crowding (54% peak period demand)
 - most crowded direction
 - using a standing density factor of 7 pax/sqm

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North London - National Rail Crowding 2026



MTS2 Reference Case: BF1928U (May 08)
 Crowding plots includes reliability and shows:
 - peak hour crowding (54% peak period demand)
 - most crowded direction
 - using a standing density factor of 7 pax/sqm

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Haringey Council

Briefing for:	Cllr Mallett (Chair) Cllr Beacham, Cllr Santry & Cllr Weber
Title:	Place Survey 2008
Purpose of briefing:	To brief members of the review panel on the methodology used for the Place Survey and provide requested comparative data.
Lead Officer:	Martin Bradford Tel: 0208 489 6950
Date:	October 20 th 2009

1. What is the Place Survey?

The Place Survey is used to support assessments of local public services. The survey has been developed by the Department of Communities and Local Government (DCLG) and provides data for 18 national indicators which are informed by local people's views and perspectives of the area in which they live (i.e. how safe, clean or improving it is).

2. How is the survey conducted?

This is a postal survey conducted in all Local Authorities. The survey must generate at least 1100 responses in each authority and every effort must be made to increase the response rate (at least one reminder). In Haringey, the survey was conducted through IPSOS Mori.

3. Is the survey standardised?

Yes. To ensure that comparative assessments could be made, core questions within the survey were prescribed by DCLG. The department also produced detailed guidelines as to how the survey was to be conducted; there are 8 common principles:

- Adhere to set timetable
- Use prescribed survey template, sampling methods and sampling frame
- Use designated research methods (postal survey)
- Achieve designated statistical reliability
- Data to be submitted to Audit Commission for weighting of responses

4. How often is the survey conducted?

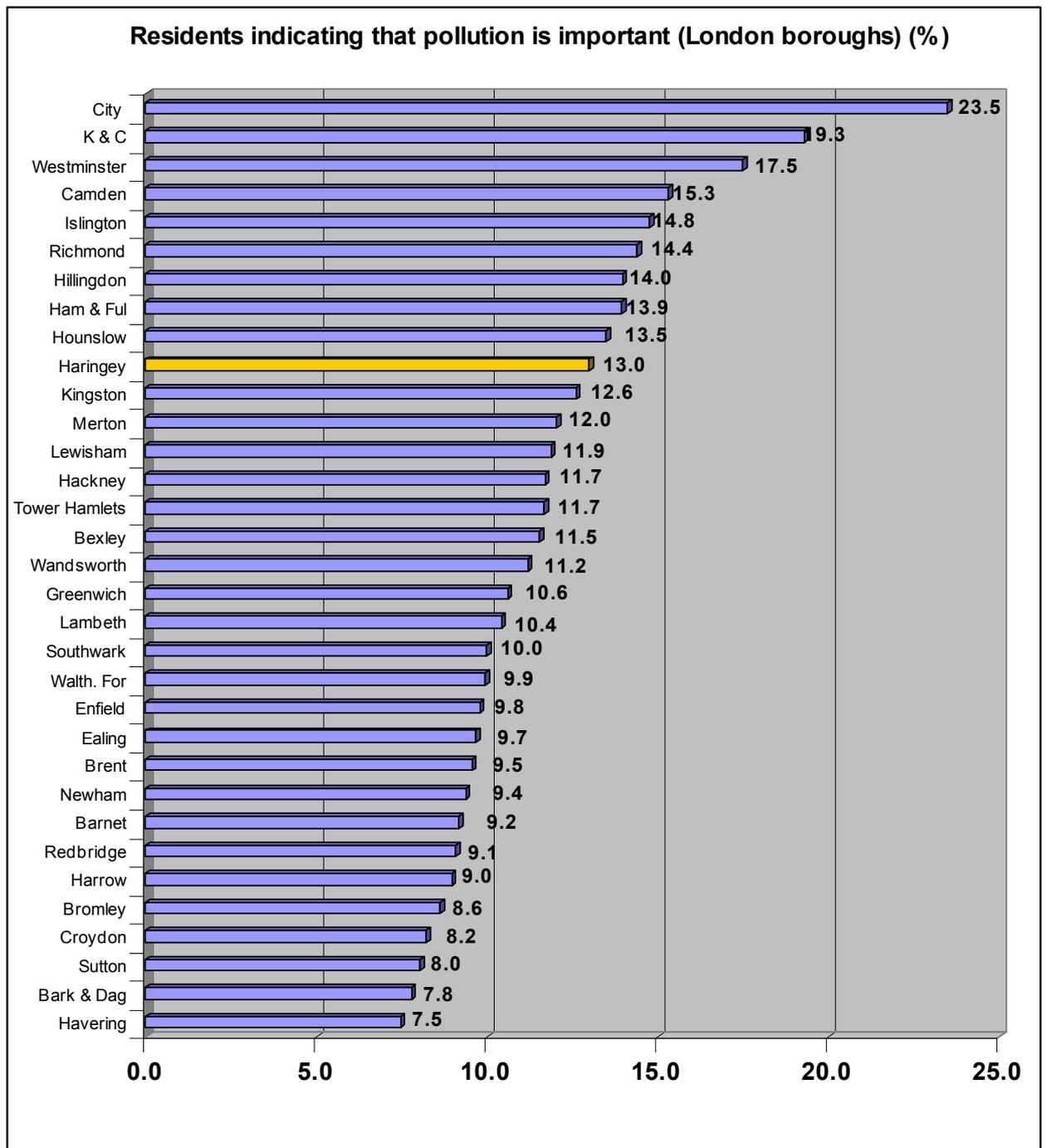
It is anticipated that the survey will provide longitudinal data (to produce trends). In this context, is anticipated that the survey will be repeated every two years.

5. When the survey was conducted?

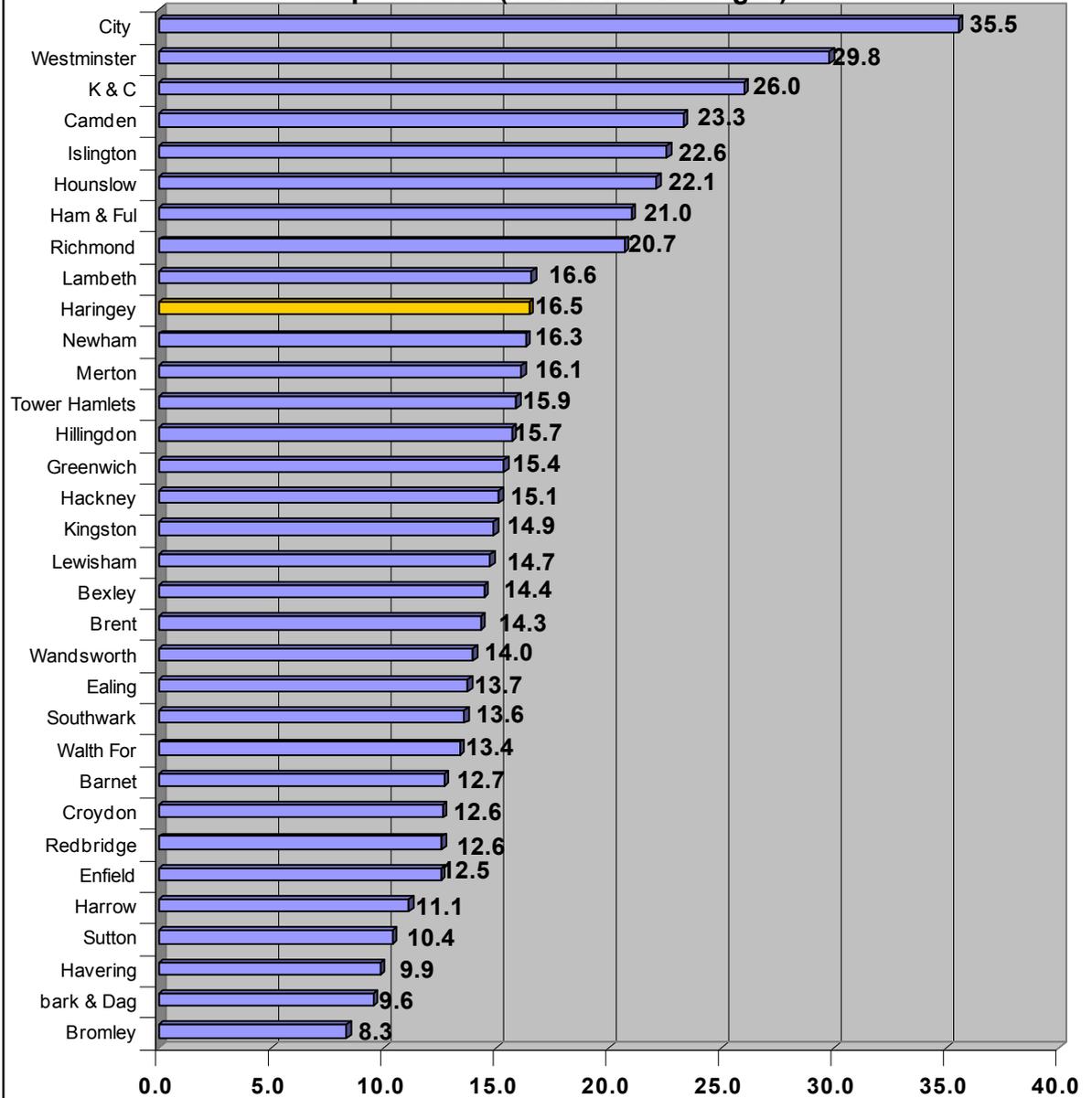
Fieldwork for the survey was required to be undertaken between October through to December 2008.

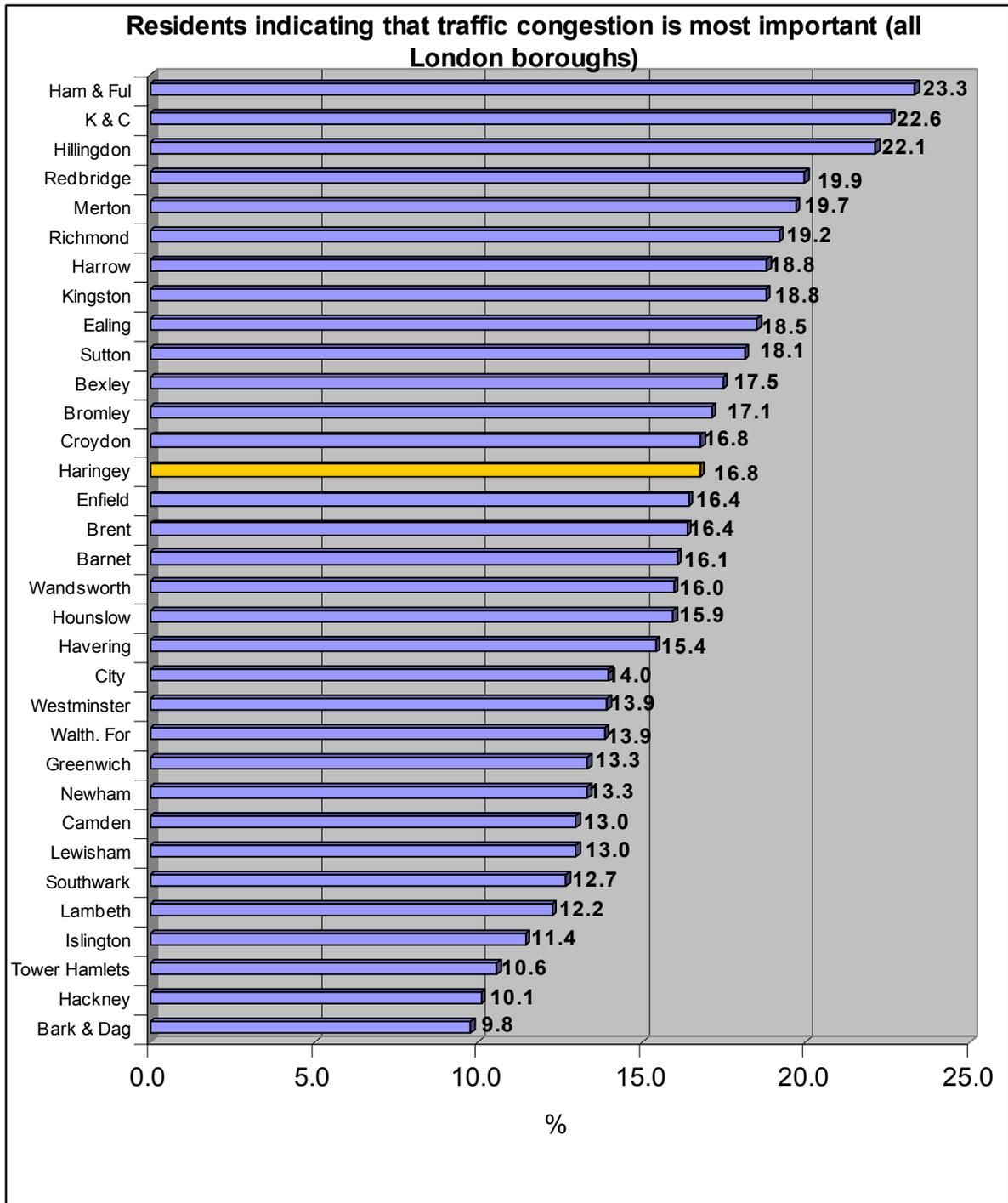
6. How many people responded to the Place Survey in Haringey?

In total **1,926** people responded to the survey here in Haringey. The response rate in Haringey was **27.9%**, which was on a par with other London authorities (Brent, Islington, Camden, Hackney, Hammersmith and Fulham, Lambeth, Lewisham, Tower Hamlets, Waltham Forest, Newham, and Southwark). Although this can be considered low for a general survey response, it is generally considered good for a postal administered survey.

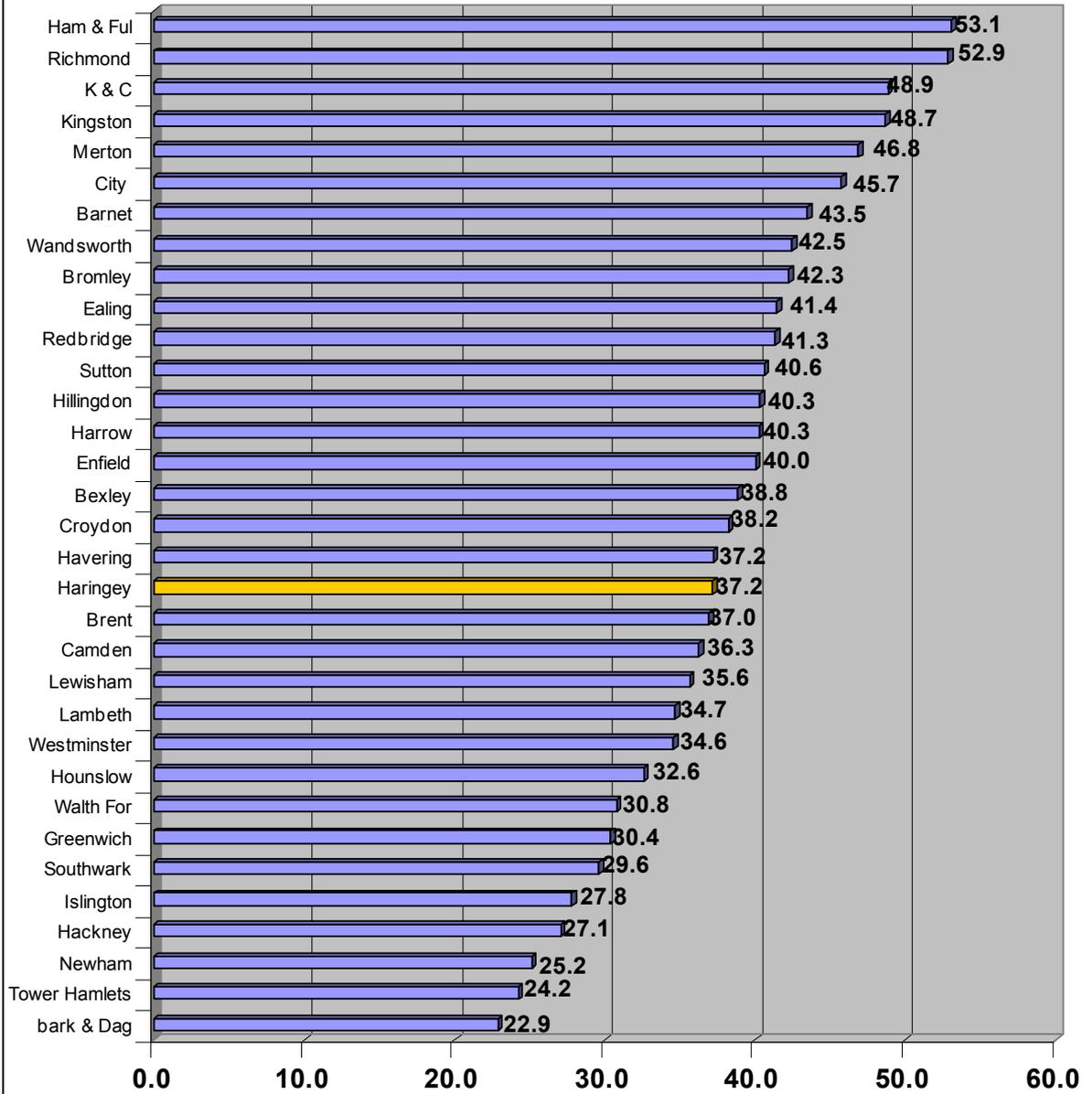


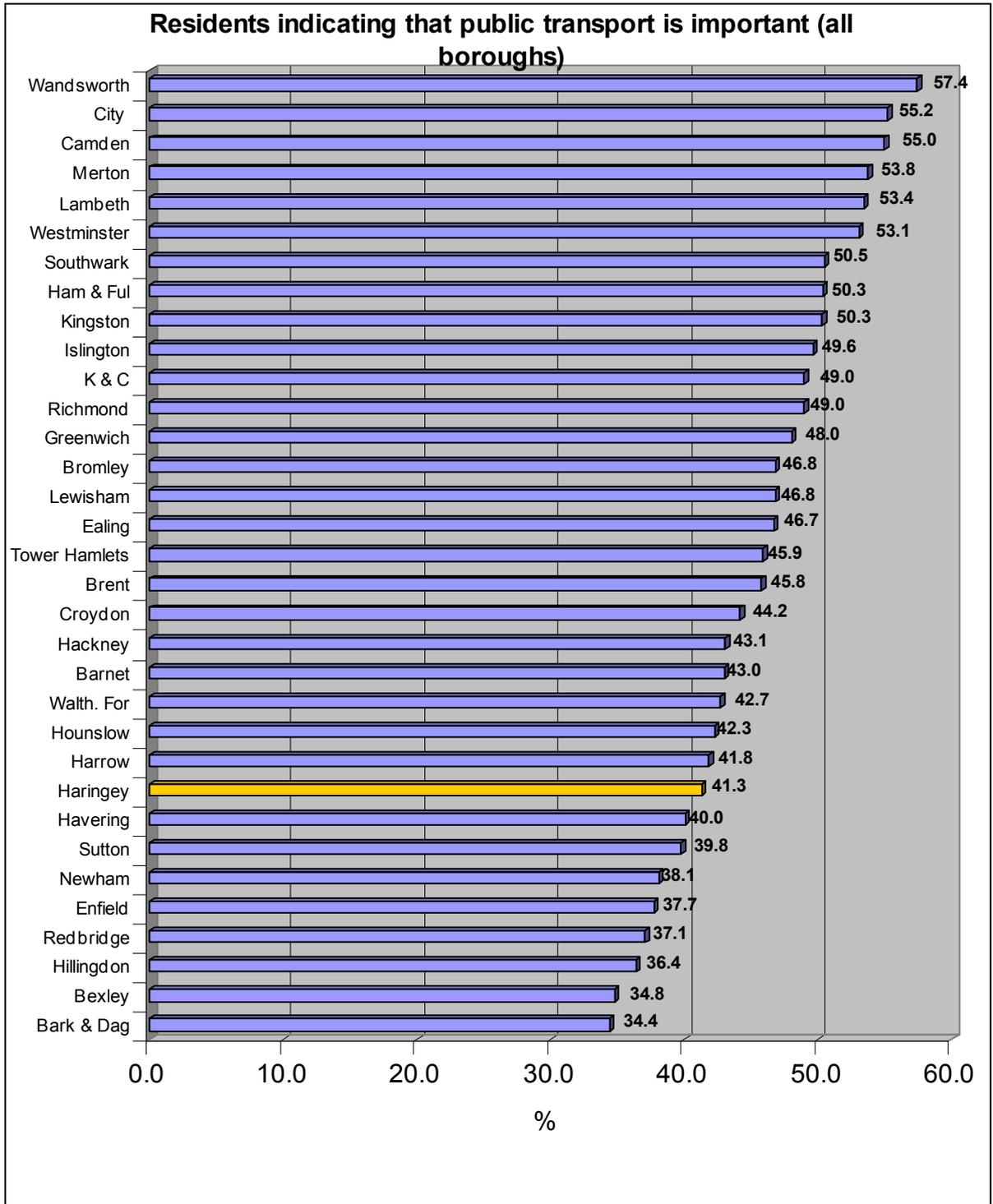
Residents indicating pollution is an issue that needs most improvement (all London Boroughs)

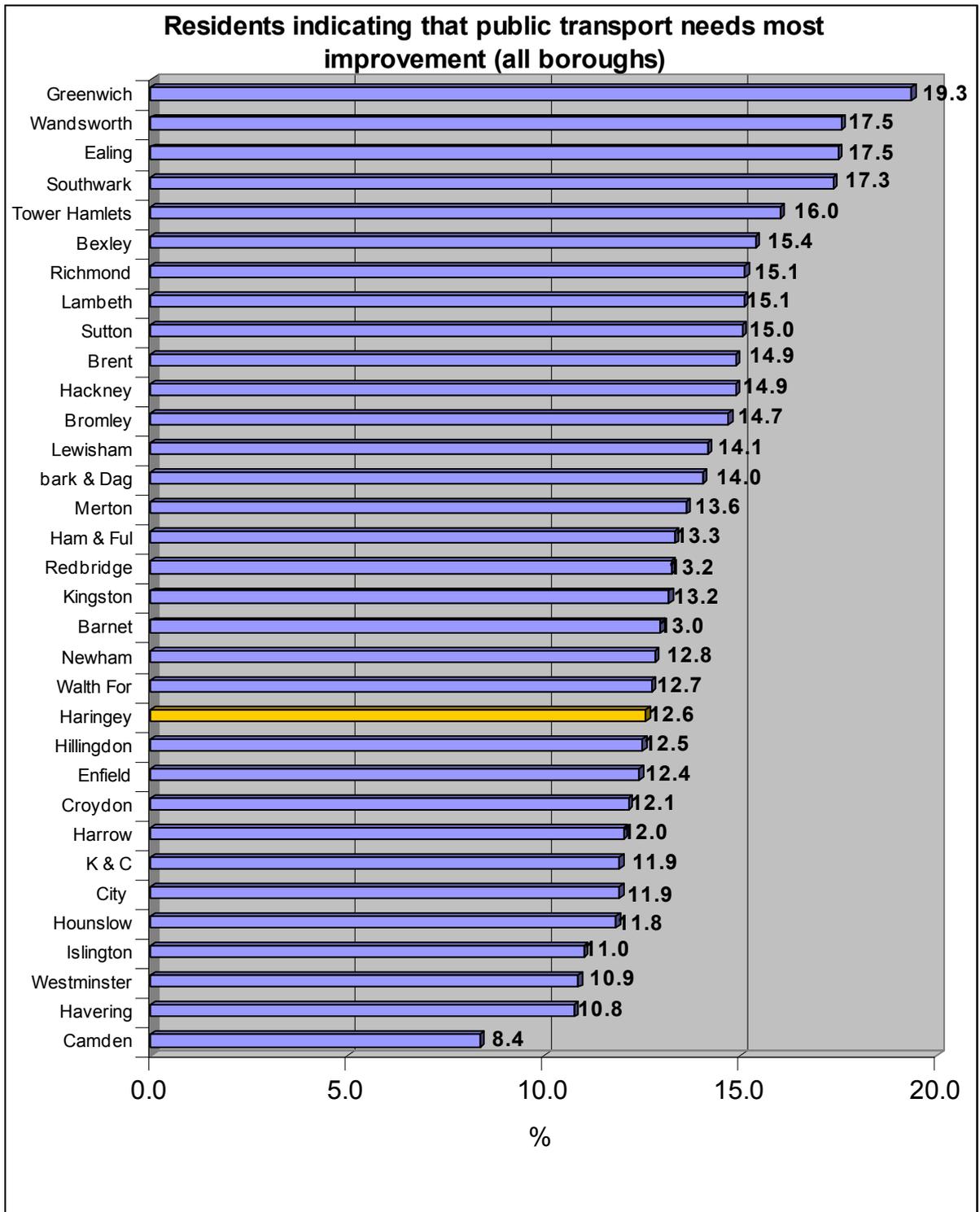




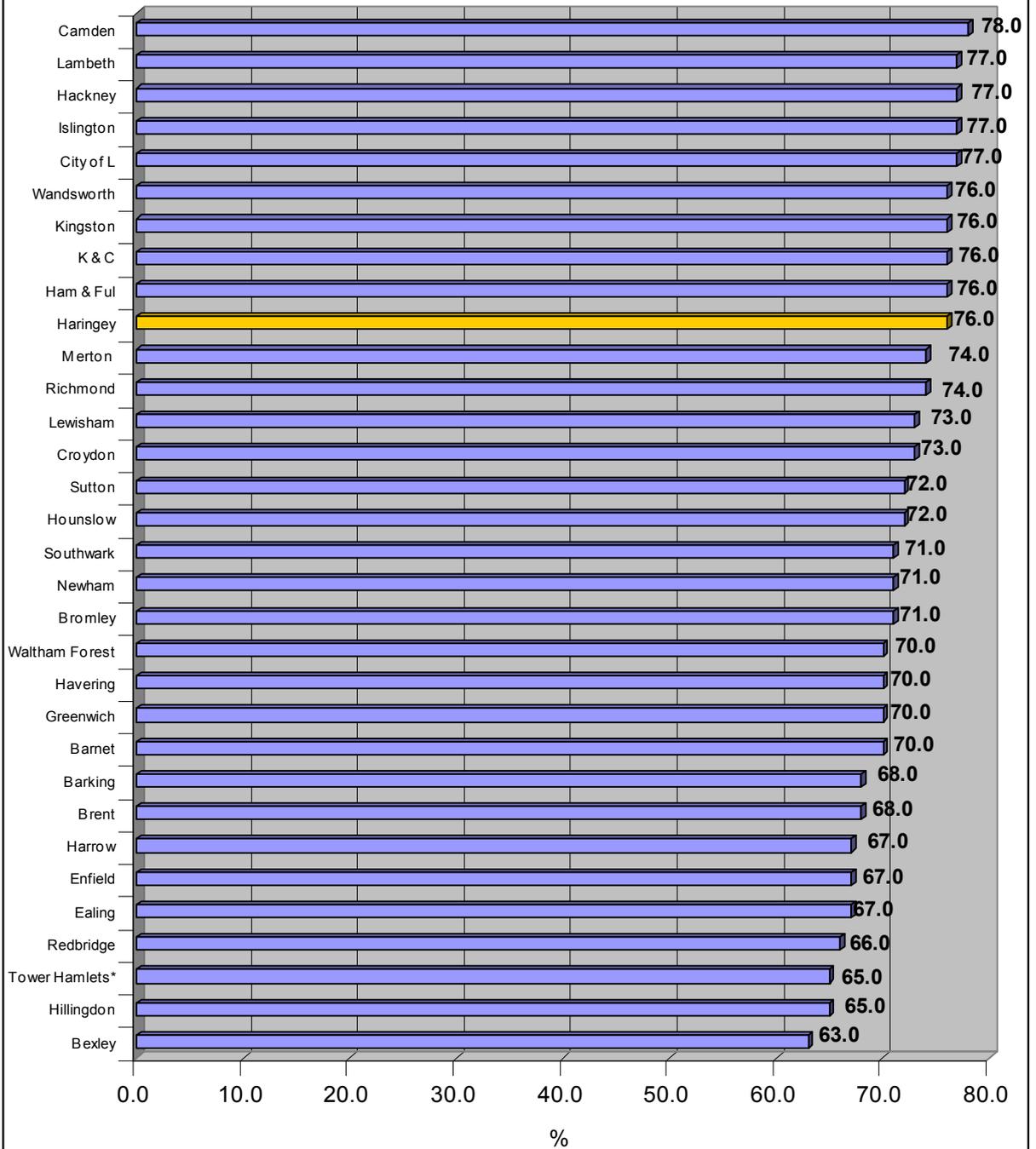
Residents indicating that traffic congestion most improvement (%)



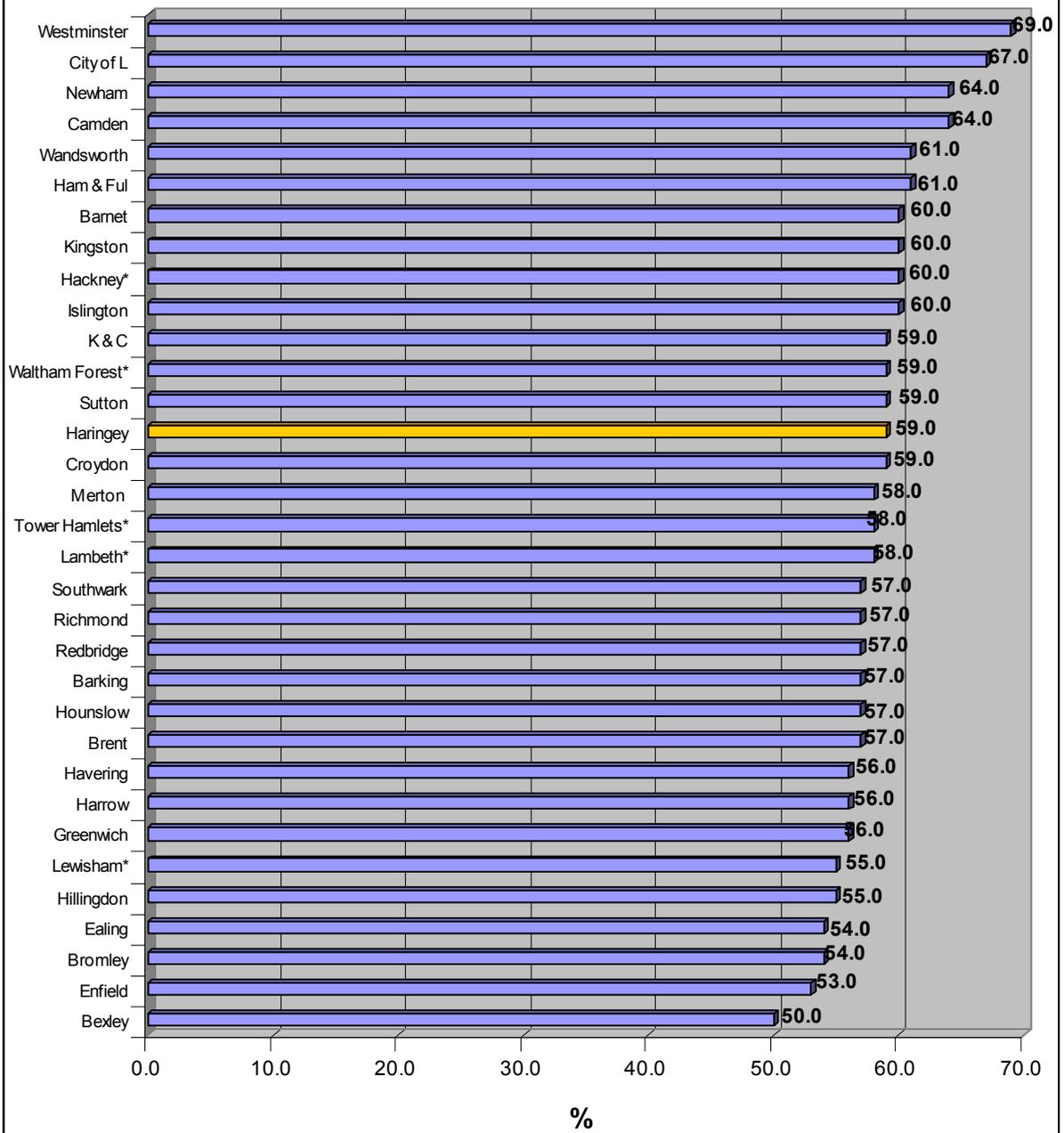




Satisfaction with local bus services in London (% indicating very/satisfied) 2008.



Satisfaction with local travel information in London (% very/satisfied) 2008.



INVITATION TO LOCAL AUTHORITIES

Appointment of a Member Champion for Cycling

Overview

Cycling England is encouraging local authorities to agree the appointment of a Member Champion for cycling.

The appointment of a Member Champion for cycling offers a wide range of benefits to councils highlighted below and includes access to a funded package of support measures from Cycling England.

Cycling England is encouraging councils to designate a member for this role. Many councils already have established arrangements in place for the appointment of Champions; for those who would find it useful, more detail of the possible responsibilities, a person profile and a suggested appointment process are given in the Annex.

Designation of Member Champions

Transport Secretary Ruth Kelly announced an expanded £140 million programme for Cycling England in January this year. It will make a real difference to the way your community travels – to school, work and the station.

This unprecedented level of funding recognises cycling is uniquely placed to tackle two of society's biggest problems, the environment and public health. Whether it is through easing congestion, tackling traffic emissions or improving individual fitness, cycling can genuinely improve society and change the lives of individuals.

Cycling has a growing importance within transport, which is why there is now a mandatory cycling target in the new round of Local Transport Plans. It also contributes to all four of the LTP shared priorities of tackling congestion, delivering accessibility, safer roads and better air quality. The inclusion of cycling targets in some Local Area Agreements reflects the contribution cycling can make across a wide range of other policy agendas. These include health / obesity, economic development / regeneration, education / young people, social inclusion, climate change / pollution / recreation / tourism and planning.

A champion for cycling, with responsibilities across a range of policy agendas, can create new opportunities for a council to integrate its delivery of strategies across three of the biggest current challenges to society: congestion, health and pollution.

How Councils Benefit

The formal designation of a Member Champion for cycling offers a number of benefits for the local authority, including:

- Assisting the local authority in meeting a wide range of policy targets and objectives

- Facilitating the proper consideration of cycling in the various council meetings and other activities
- Improving relations with external stakeholder groups, particularly those involving local cyclists
- Enabling the Council to tap into best practice in other authorities and to link into the free support available from Cycling England.
- Offering personal and professional development opportunities for those taking on the role.
- Encouraging networking between individual councillors with an interest in promoting cycling.

Cycling England Support

Cycling England offers a funded toolkit to support designated Member Champions for cycling in local highway authorities, including districts with agency agreements covering highways / traffic. This currently comprises:

- Welcome pack, including advice on best practice, key references and a flexible presentation on how cycling can contribute to a council's policies and strategies.
- A support hotline to Cycling England's consultancy team.
- Each Champion can make use of Cycling England consultants' time in support of their role, involving phone / email support, meetings / site visits as appropriate.
- Cycling Champions email discussion group linking them to Champions in other authorities.
- Regular e-newsletter and publishing advice / guidance for champions
- Free attendance at Cycling England led professional training events for Champions on existing and emerging cycling issues (subject to demand).
- National Standard Level 3 cycle training 'refresher' course to bring the Champion up to date on developments in cycle training, including the new Bikeability programme.

This will be further developed over the coming months as the number of Member Champions increases, and may include conferences, training events, regional seminars and study visits. A slightly reduced version of this toolkit is available to non-highway local authorities.

Taking it Forward

Cycling England is encouraging local authorities to agree the appointment of a Member Champion for Cycling. Where there are existing arrangements for appointing Champions in place, the appointment could follow these. Otherwise this might take the form of a nomination by the Executive Member, possibly ratified at a later meeting of full Council. In doing this, the Council will be able to:

- Clarify their expectations of the role and define the scope of its responsibility, taking account of any established practice for Member Champions in the authority and the guidance in the attached Annex.
- Express support for the capacity and competence of an appropriate councillor by appointing them to the role
- Nominate one or more senior level officers to advise the councillor in their role
- Advise Cycling England of the decision, so that the support package can be put in place. Please reply with your Champion's contact details to:

Steve Garidis
Cycling England
PO Box 54810
London SW1P 4XX

email: steve.garidis@cyclengland.co.uk

Further Information

Should you have any questions on this, please do not hesitate to email Tony Russell at Cycling England: tony.russell@cyclengland.co.uk

ANNEX: GUIDANCE NOTES

Introduction

This Annex includes guidance on the possible responsibilities of a Cycling Champion, a person profile and a suggested appointment process. Councils are encouraged to adapt it to fit in with their established processes.

Person Profile

Key role: promoting and facilitating proper consideration of cycling issues in the execution of all aspects of the local authority's roles and engaging with the local community to promote support for cycling. The following bullet points list the qualities that a champion will either have or develop as they exercise this role.

You should be:

- A councillor who is a regular cyclist. You could be an executive or a non-executive member, depending on your Council's policy on Champions. You will have technical support from competent, senior, officers.
- Well respected, a good communicator and able to use your skills to promote the benefits of cycling to a wide variety of audiences, both internally and externally. You should be able to persuade colleagues both within the authority and in the wider community of the benefits that cycling can offer for all sectors of the community.
- A consensus builder, able to bring together the various stakeholders, within the authority, in cycling interest groups and in the wider community beyond cycling.
- Able to see the bigger picture and help develop a vision.

You should have:

- A commitment and passion for the benefits that cycling can offer. Whilst a working knowledge of current planning, engineering and promotional issues relating to cycling would be an advantage, it is by no means essential. Professional skills within your authority will complement your enthusiasm for the subject.
- An understanding of the workings of all the departments in your authority and an appreciation of the role that each can play in promoting and encouraging cycling.
- A track record of supporting cycling initiatives in your ward.

Duties of Role

The key objective of an elected member nominated to act as a Cycling Champion will be to support and encourage the Council in its work to ensure that the promotion and encouragement of cycling as a means of transport as well as for leisure plays a central role in the development and implementation of all its policies and strategies. This will involve engagement with stakeholders and other partners both within your council and externally. You will be encouraged to undertake Level 3 National Standard cycle training (funded by Cycling England – see above). The key responsibilities and tasks

will depend on the individual and the time you can devote to the role.

Appointment of Cycling Champions

Designation of a Member Champion for Cycling within a local authority will usually be approved by full Council, although in some councils this decision may be delegated.

Nomination could be by some combination of the following:

- Council members or officers could nominate a suitable person.
- A suitable councillor could volunteer, possibly as a result of Cycling England contacting individuals already known to be pro-active in their support of cycling.
- Local cycling interest groups (e.g. local campaign group, CTC, Sustrans) could identify and approach an elected member to take on this role.

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