

NOTICE OF MEETING

ENVIRONMENT AND COMMUNITY SAFETY SCRUTINY PANEL

**Wednesday, 31st January, 2018, 6.30 pm - Civic Centre, High Road,
Wood Green, N22 8LE**

Members: Councillors Tim Gallagher (Chair), Barbara Blake, Clive Carter, Makbule Gunes, Bob Hare and Anne Stennett

Co-optees/Non Voting Members: Ian Sygrave (Haringey Association of Neighbourhood Watches)

Quorum: 3

1. **FILMING AT MEETINGS**

Please note that this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on.

By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual or may lead to the breach of a legal obligation by the Council.

2. **APOLOGIES FOR ABSENCE**

3. **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 item where they appear. New items will be dealt with as noted below).

4. **DECLARATIONS OF INTEREST**

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

5. DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS

To consider any requests received in accordance with Part 4, Section B, Paragraph 29 of the Council's Constitution.

6. MINUTES (PAGES 1 - 4)

To approve the minutes of the meeting of 21 December 2017.

7. CABINET MEMBER QUESTIONS; CABINET MEMBER FOR ENVIRONMENT

An opportunity to question the Cabinet Member for Environment, Councillor Pete Mitchell, on developments within his portfolio.

8. STREET CLEANSING, WASTE AND RECYCLING; CURRENT PERFORMANCE (PAGES 5 - 16)

To receive the latest information regarding performance in respect of street cleansing, waste and recycling.

9. UPDATE ON IMPLEMENTATION OF RECOMMENDATIONS OF SCRUTINY REVIEW ON CYCLING (PAGES 17 - 74)

To receive an update on the implementation of the recommendations of the Panel's review on cycling.

10. TRANSPORT STRATEGY (PAGES 75 - 92)

To report on the development of the Transport Strategy for the borough.

11. TEAM NOEL PARK PILOT - OVERVIEW (PAGES 93 - 106)

To receive an overview of the outcomes from the Team Noel Park Pilot.

12. WORK PROGRAMME UPDATE (PAGES 107 - 114)

13. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 3 above.

14. DATES OF FUTURE MEETINGS

Robert Mack, Principal Scrutiny Officer

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Bernie Ryan

Assistant Director – Corporate Governance and Monitoring Officer

River Park House, 225 High Road, Wood Green, N22 8HQ

Wednesday, 24 January 2018

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MINUTES OF THE MEETING OF THE ENVIRONMENT AND COMMUNITY SAFETY SCRUTINY PANEL HELD ON THURSDAY 21ST DECEMBER 2017

PRESENT:

Councillors: Tim Gallagher (Chair), Makbule Gunes, Bob Hare and Anne Stennett

Co-opted Member: Ian Sygrave (Haringey Association of Neighbourhood Watches)

27. FILMING AT MEETINGS

The Chair referred Members present to agenda item 1 on the agenda regarding filming at the meeting and Members noted the information contained therein.

28. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Barbara Blake.

29. ITEMS OF URGENT BUSINESS

None.

30. DECLARATIONS OF INTEREST

None.

31. DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS

None.

32. MINUTES

The Panel noted that a response from the Head of Community Safety and Enforcement to the issues raised regarding the crime statistics discussed under item 13 (Haringey Community Safety Partnership – Performance and Priorities) had been circulated.

In respect of the reference to the proposed Haringey Youth Zone that was discussed under item 12 (Cabinet Member Questions – Communities), it was noted that the proposal would provide £3 million of capital funding and that the £750,000 of revenue funding that it also provided was limited to three years.

AGREED:

That, subject to the above amendments and clarifications, the minutes of the meeting of 12 October 2017 be approved.

33. CHARGES FOR REPLACEMENT BINS AND COLLECTION OF GREEN WASTE AND BULKY ITEMS

Ian Kershaw, Community Safety, Enforcement and Waste Manager, reported on the recent introduction of charges for replacement bins and collection of green waste and bulky items. Concerns had been expressed at the possible adverse effects that these might have so their introduction was being closely monitored, especially in respect of fly tipping. He reported that there had not so far been any noticeable effect. In particular, there had been an increase nationally in fly tipping so the fact that there had been no increase in Haringey was positive news.

In answer to a question, Mr Kershaw reported that 3,930 residents had already signed up to green waste collections and it was hoped to reach at least 6,000 in the first year. There would be a communications campaign to promote the service.

In answer to another question, he stated that there was data showing the distribution of those who had signed up for the service. It showed a higher take up in the west of the borough, as was expected. Panel Members asked if there was potential for differential charging for a reduced collection service. Mr Kershaw stated that there were already three levels of charge and the service wished to keep the service offer simple to understand. Steve McDonnell, the Interim Director of Commercial and Operations, reported that it was hoped that residents would home compost where at all possible. The service was nevertheless open to suggestion and would listen to the views of residents. He stated that the service would be monitoring whether green waste was being put in the grey bins for general waste.

Mr Kershaw reported that in cab technology informed waste operatives of which residents had signed up to the service. Bins could be shared between residents but there needed a specific person for the service to collect from. If a subscription had lapsed but waste continued to be presented in the appropriate sacks they would still be collected. 70% of those who had signed up had opted for the larger bins but the take up of the biodegradable sacks had nevertheless been higher than anticipated.

AGREED:

That the Panel continue to monitor the impact of the introduction of the charges and that a further report on progress be submitted to the Panel in autumn 2018.

34. SCRUTINY OF THE DRAFT 5 YEAR MEDIUM TERM FINANCIAL STRATEGY (2018/19 - 2022/23)

The Panel noted that there were no new savings proposed for Priority 3 in 2018/19. All the previously agreed savings had been rolled forward and were currently on course to be delivered. Mr Kershaw reported that the reduction in the funding for the Education and Outreach team had reduced the capacity to engage with residents. However, work was still undertaken with schools although it was now intended to

deliver this on-line. It was still important to provide advice and guidance to residents although this could be challenging due to the transient population in some areas of the borough.

It was noted that the closure of Park View Road Re-use and Recycling Centre had taken place in October. However, there were other sites that could be used instead, including some outside of the borough. Mr Kershaw reported that there would be publicity regarding alternative re-use and recycling facilities. There had so far been no increase in fly tipping but this would continue to be monitored.

In answer to a question, Mr McDonnell stated that it would be possible to bring the waste contract back in house if Members wished to do so. However, the current waste contract was not failing. In respect of the changes to visitor parking permits and hourly permit charges, it was intended to implement these from February. Engagement with the community would be required beforehand. It was agreed that clarification would be provided regarding the age for concessionary rate. It was still intended to relocate parking and CCTV processes and appeals. One option would be to share provision with Islington, who had based their service in Manchester.

The Panel noted that the following responses had been made to the recommendations of the Overview and Scrutiny Committee in January 2017 in respect of items in Priority 3;

- 3.2: Charging for Bulky Household Waste; Enforcement had taken place at hot spot sites and the littering fixed penalty notice rate had been increased from £80 to £150. The impact of the implementation of the changes was also being closely monitored.
- 3.3: Charging for Replacement Wheelie Bins; There was no charge for a replacement bin if it had been damaged by the contractor. There had been very few disputes regarding responsibility for this so far. All bins were marked to show that they belonged to Haringey. Requests for replacement bins had reduced considerably. The main objective of the change had been to encourage better stewardship of bins.
- 3.6: Closure of Park View Road Re-use and Recycling Centre; The impact of this was being closely monitored.
- 3.7: Rationalisation of Parking Visitor Permits; The age for concessionary rate had been reduced from 75 to 65, as the Committee had recommended.
- 3.8: Relocation of Parking/CCTV Process and Appeals; An Equalities Impact Assessment had been included in the Cabinet report on the issue. No final decision had been taken on the issue and the proposal was currently at the commissioning stage. There would potentially be four redundancies arising from the proposal.

Mr McDonnell reported that the fee arising from the licensing scheme for Houses in Multiple Occupation would finance the creation of a team to administer it. He felt that engaging with landlords was likely to be more effective in the long term than outreach and education in reducing littering and fly tipping.

AGREED:

1. That clarification be provided regarding the concessionary rate for parking visitor permits;
2. That the equalities impact assessment in respect of the proposal to relocate parking/CCTV processes and appeals be circulated to the Panel; and
3. That the Panel continue to monitor the impact of the introduction of charges for replacement bins and collection of green waste and bulky items.

35. WORK PROGRAMME UPDATE

AGREED:

That the work plan for the Panel be approved.

CHAIR: Councillor Tim Gallagher

Signed by Chair

Date

Report for: Environment and Community Safety Scrutiny Panel, January 2018

Item number:

Title: Street Cleansing, Waste and Recycling: Current performance

Report authorised by: Stephen McDonnell, Interim Director Commercial & Operations

Lead Officer: Tom Hemming, Client & Contract Manager – Waste and NLWA
tom.hemming@haringey.gov.uk

Ward(s) affected: All

**Report for Key/
Non Key Decision:** Non Key

1. Describe the issue under consideration

1.1 This is the 6 monthly report setting out the year-to-date performance of the council's street cleansing, waste and recycling services. Key current service delivery issues are highlighted as appropriate together with any actions being taken to address these.

2. Cabinet Member introduction

2.1 This report sets out key performance statistics for the council's street cleansing, waste collection and recycling services. The principal purpose of this report is to provide the Panel with current service performance data to enable it to constructively challenge performance and suggest specific areas that might benefit from further examination or indeed a change of approach.

2.2 Street cleanliness, in particular littering, is always a key area of focus for our residents, traders and visitors to the borough. Performance levels over the two years since changing the sweeping regime have been largely sustained within contractual targets but there remains variability across the borough and we therefore need to continue to closely monitor and develop targeted actions to deal with areas where performance is below standard. A programme of proactive monitoring carried out jointly with Veolia seems to have delivered improved performance in respect of detritus. We will look to continue this joint approach from our newly constructed commissioning team working closely with our contractor.

2.3 We have also refreshed our programme of 'ward walkabouts' to give all ward councillors the opportunity to meet their local Veolia 'Village Manager' in charge of sweeping for the area and to discuss local needs. This programme has been enhanced by including officers from the commissioning and enforcement teams. This has been welcomed by Members.

3. Recommendations

3.1 That the panel consider the contents of this report and comment as necessary on current cleanliness, waste and recycling service performance and the delivery issues presently being addressed by the council.

4. Reasons for decision

4.1 It is for the Panel to make any specific recommendations having considered the contents of this report.

5. Alternative options considered

5.1 Not applicable. The council's waste and recycling services are provided by Veolia following a competitive tendering of the services in 2010. Procurement was by way of competitive dialogue, with the final agreed service secured through a contract setting out specific service requirements.

6. Background information

6.1 The performance of both the council waste collection and street cleansing services is subject to regular review at monthly council/contractor officer liaison meetings and at quarterly Waste Contract Partnership Board meetings, chaired by the Cabinet Member for Environment. Both meetings receive detailed service performance information on waste collection and street cleansing services and a copy of the latest performance statistics for waste collection and recycling are shown in the appendix to this report.

Street cleanliness

6.2 The principal measure for street cleansing performance is the NI195 national indicator for litter and detritus. Contractual strategic performance targets are set as the percentage of roads surveyed that are not of the required cleanliness, as defined by the National Indicator guidance. Performance should lie within these failure levels (i.e. the lower the percentage the better the performance).

6.3 Performance is assessed by random inspections of a representative sample of roads belonging to the range of different land use types in the borough (eg. town centres, main roads, residential roads etc). In 2017/18 the council has employed Keep Britain Tidy, the national anti-littering organisation, to carry out inspections as part of the move to a new commissioning structure and in order to establish an independent assessment of the cleanliness of the borough, following a series of service changes to realise savings from the contract in the past 3 years.

6.4 Three tranches of monitoring inspections are undertaken across the year, each covering a set of wards at a time. Tranche 1 results are reported in this report whilst tranche 2 results are in the process of being reviewed and analysed.

6.5 The tranche 1 street cleanliness monitoring results from 2017/18 - carried out in June 17- (see graph 1 in the appendix) indicated lower performance for cleanliness (10% of inspections failing for litter and 15% failing for detritus) than the previous year (5% fails for litter and 2% for detritus in 2016/17). However, the tranche 1 inspections contained some traditionally more challenging wards. Furthermore these were the first

inspections carried out by Keep Britain Tidy (KBT) who have taken a rigorous view of borderline inspections (there was a high level of B- 'borderline fail' grades, while the number of 'full fails' was similar to what the old in-house monitoring regime tended to produce). Nonetheless there may have been a genuine deterioration in cleanliness, particularly around detritus. Since June Haringey monitoring officers have been carrying out inspections across the borough. Their findings showed an initial fail rate of 13% for litter and 13% for detritus. Again it was a high level of B- borderline fails that were behind the high fail rate.

- 6.6 NI 195 data is triangulated with other data to gain a richer picture of performance. Analysis of the complaints and service request data over the past 12 months does not reflect the lower NI 195 results in 17/18 to date (see graph 2 in the appendix).
- 6.7 The council recruited to its team of monitoring officers in July 2017. Since the tranche 1 NI 195 monitoring was undertaken, these monitoring officers have been directed to focus on day of sweep monitoring around litter and detritus. This has provided clear evidence of the quality of work carried out on the day of service by Veolia operatives. The monitoring has where possible been carried out jointly with Veolia village managers and has been used to improve performance.
- 6.8 Tranche 2 fieldwork for NI 195 was carried out by KBT in November. Results are being analysed and verified with Veolia. Until this has been completed there are caveats to the data. Wards in a specific tranche may not be representative of the borough as a whole, and outlier results may be from atypical land types or land uses that our contractor could not reasonably cleanse. However early indications suggest there has been improved performance in respect of detritus. Further work is needed, in partnership with Veolia to fully understand tranche 2. Officers will continue to focus on day of sweep inspection and joint monitoring where possible with Veolia as this has proved successful in identifying and delivering improved performance to date.

Flytipping

- 1.1 Graph 3 of the appendix shows 12 months of flytip data which shows that flytipping continues to be an issue in the borough. However, since October 2016 there have been less flytips, reducing from around 3000-3500 per month to 2000-2500 per month. This trend will continue to be monitored.
- 1.2 Clearance of flytips has on average continued to be within the timescales specified by the contract - 6 hours for main roads and town centres and 1 working day for residential and industrial roads (see graph 4 of the appendix).
- 1.3 The incidence of fly-tipping across the borough is variable with some areas having much higher levels than others. The bulk of our fly-tipping (over 80%) is residential in origin. Of this a significant proportion comprises black bags and carrier bags. Our hot-spot approach to fly-tipping is being refined. The council, with Veolia and other stakeholders has adopted a holistic approach to fly-tipping. This is involving engagement with residents, landlords and traders in hotspot areas and follow-on enforcement. Education advice and engagement is followed by a visible presence and enforcement. Different communications and engagement with residents are being trialled. Learning to date suggests that the more we are able to tailor communications to a specific area the more successful they are. The most successful areas are championed and owned by residents.

Missed collections

- 1.4 Average reported missed refuse collection levels are below the current year's contractual ceiling of 80 per 100,000 properties (see appendix graph 5). The level of dry recycling missed collections has generally been below this ceiling but has been above target in two months earlier in the year and Veolia has focussed work on bringing this number down. Performance will continue to be monitored closely going forward. Missed food and green waste collections in 2017/18 has broadly followed the pattern of the previous year up to the autumn where we have seen a rise that is likely to be related to the implementation of the charged green waste service and cessation of the old service. This will similarly require ongoing monitoring through the monthly liaison meetings.

Recycling

- 1.5 Tonnage data for 2017/18 year to date shows a current recycling rate of 36.1% (see appendix, graph 6). The target for 2017/18 is 41.44%. Performance continues to be significantly affected by a change in law which led to recycling processing companies adopting much stricter sampling regimes, leading to a higher number of rejected loads. The number of loads being rejected has continued to increase.
- 1.6 A joint recycling action plan, led by Veolia and supported by council officers is in place which includes specific actions to mitigate the impact referred to above. The plan also includes actions to increase recycling from estates, increase food waste collections from kerbside properties and minimise the amount of refuse that is disposed of.

6 Contribution to strategic outcomes

- 7.1 The actions set out in this report are aligned to Council Priority 3 – a clean and safe borough where people are proud to live.

7 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

Finance and Procurement

- 8.1 There are no specific financial implications arising from this report.

Legal

- 8.2 There are no specific Legal implications arising from this report.

Equality

- 8.3 There are no specific Equalities implications arising from this report.

Use of Appendices

- 10.1. The attached appendix sets out the council's latest waste and recycling performance statistics.

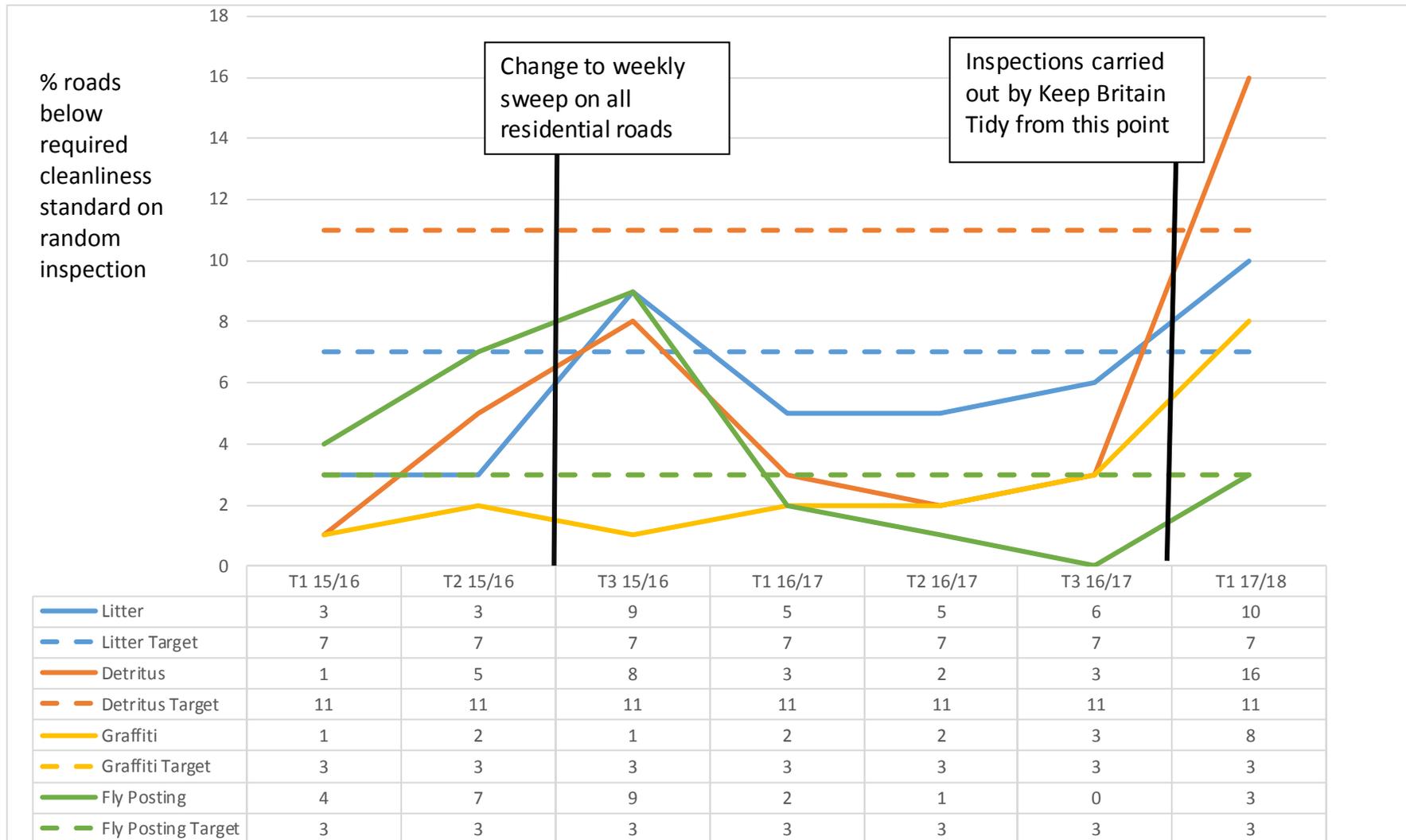
Local Government (Access to Information) Act 1985

11.1 None.

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Appendix to Street Cleansing, Waste and Recycling: Current performance

Graph 1: Street Cleanliness (former NI 195)

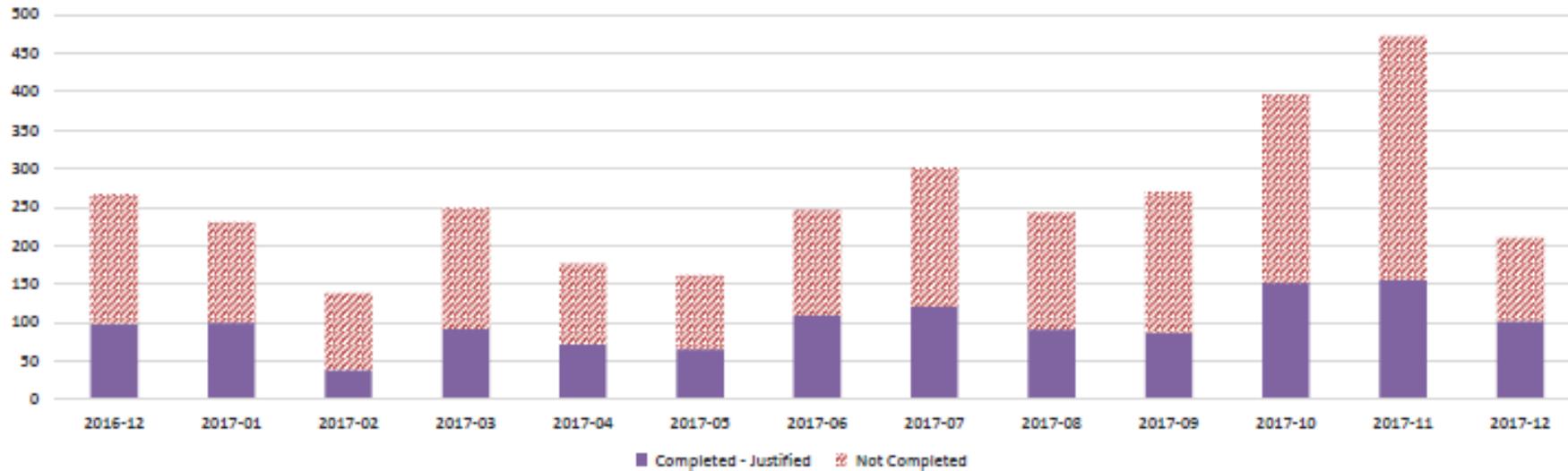


Graph 2: Street cleansing complaints

STREET CLEANSING - ENQUIRIES/ISSUES REPORTED/SERVICE REQUESTS

Green

* Criteria: Event State is "Completed - Justified" related to enquiries/issues reported/service requests in the Street Service



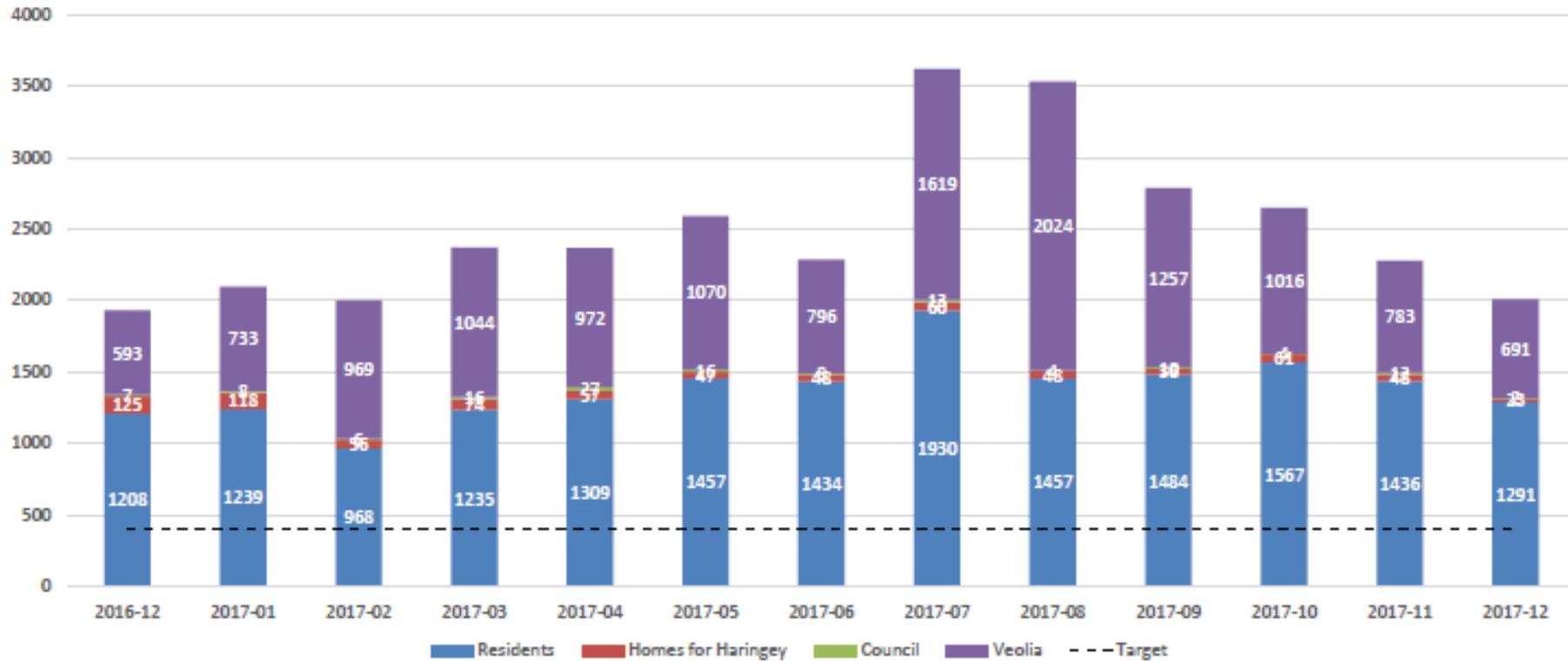
Note: Veolia log and investigate all complaints, enquiries and service requests. Where a 'service failure' is found requiring rectification (eg. a road not swept to the required standard, which needs to be re-swept before the next scheduled sweep) the complaint is recorded as 'completed – justified'. Where no 'service failure' is found (eg. waste has been spilt/bags torn open after the scheduled sweep) Veolia will arrange rectification and record the complaint 'Not completed'.

Graph 3: Flytipping incidence

STREET CLEANSING - FLYTIPS REPORTED BY WHOM

Red

* Criteria: Filtered to look at "Completed Justified" and "Completed" events only

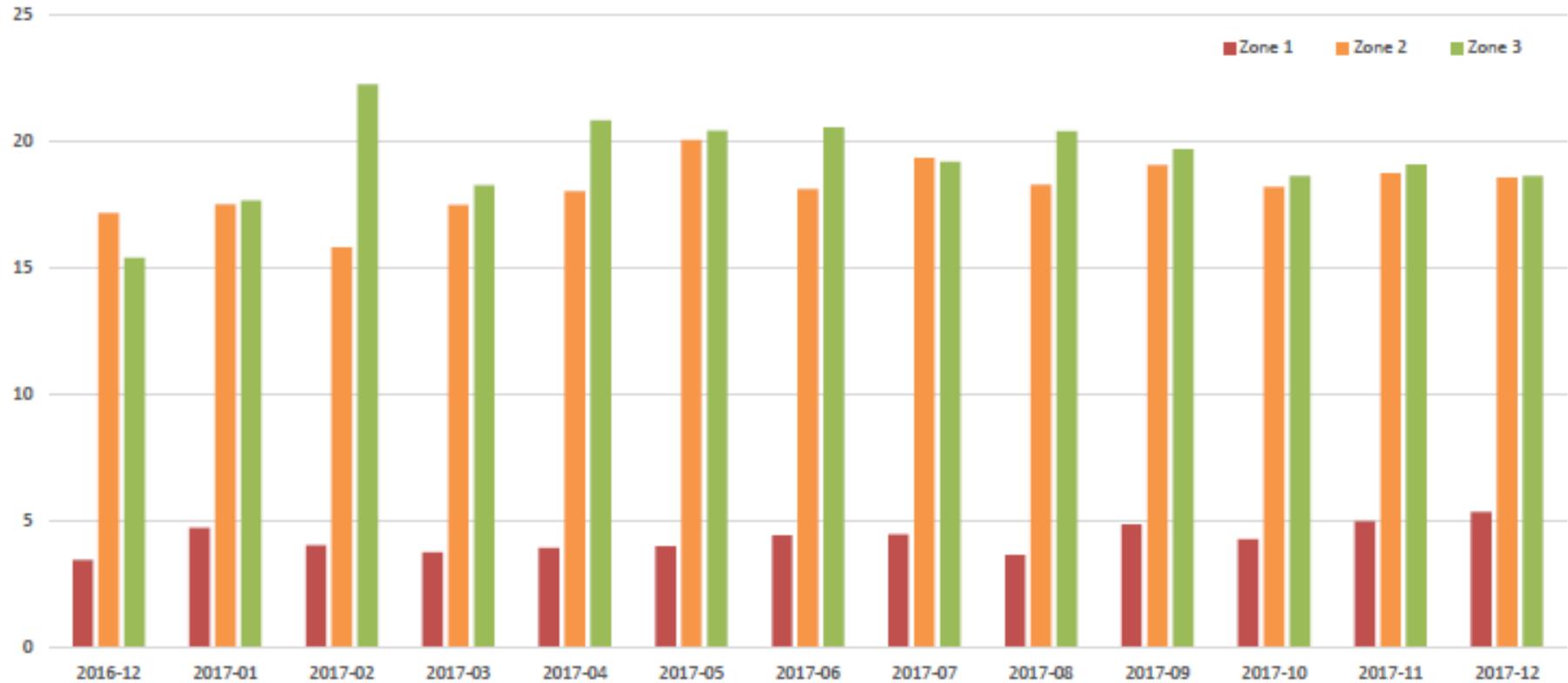


Graph 4: Flytip clearance timescales

STREET CLEANSING - FLYTIPS AVERAGE RECTIFICATION TIME BY ZONE (HOURS)

Green

* Criteria: Event state is "Completed - Justified" for complaints related to the Flytip Removal event type. Zone is calculated based off of where the street is located in the Borough. Each street has an identifier the 'Zone' details.



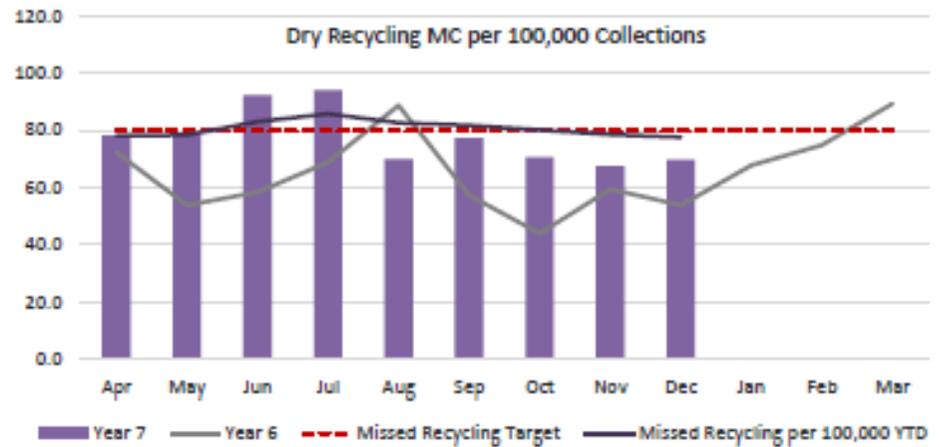
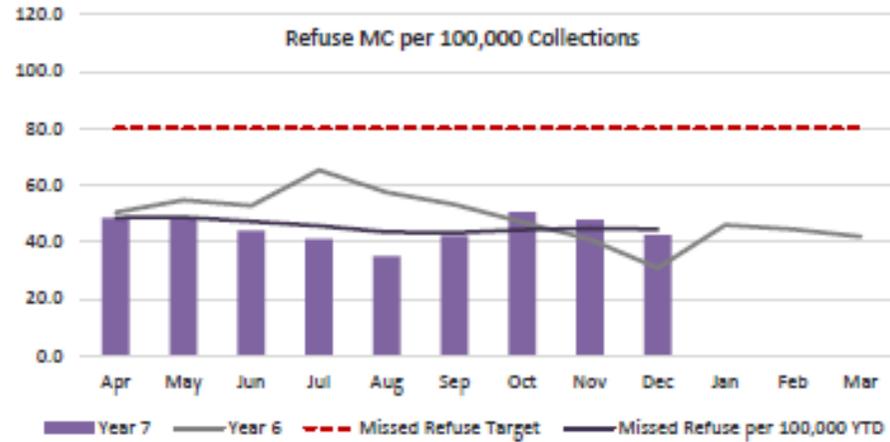
Zone	1	2	3
Target	6	24	24

Graph 5: Missed collections

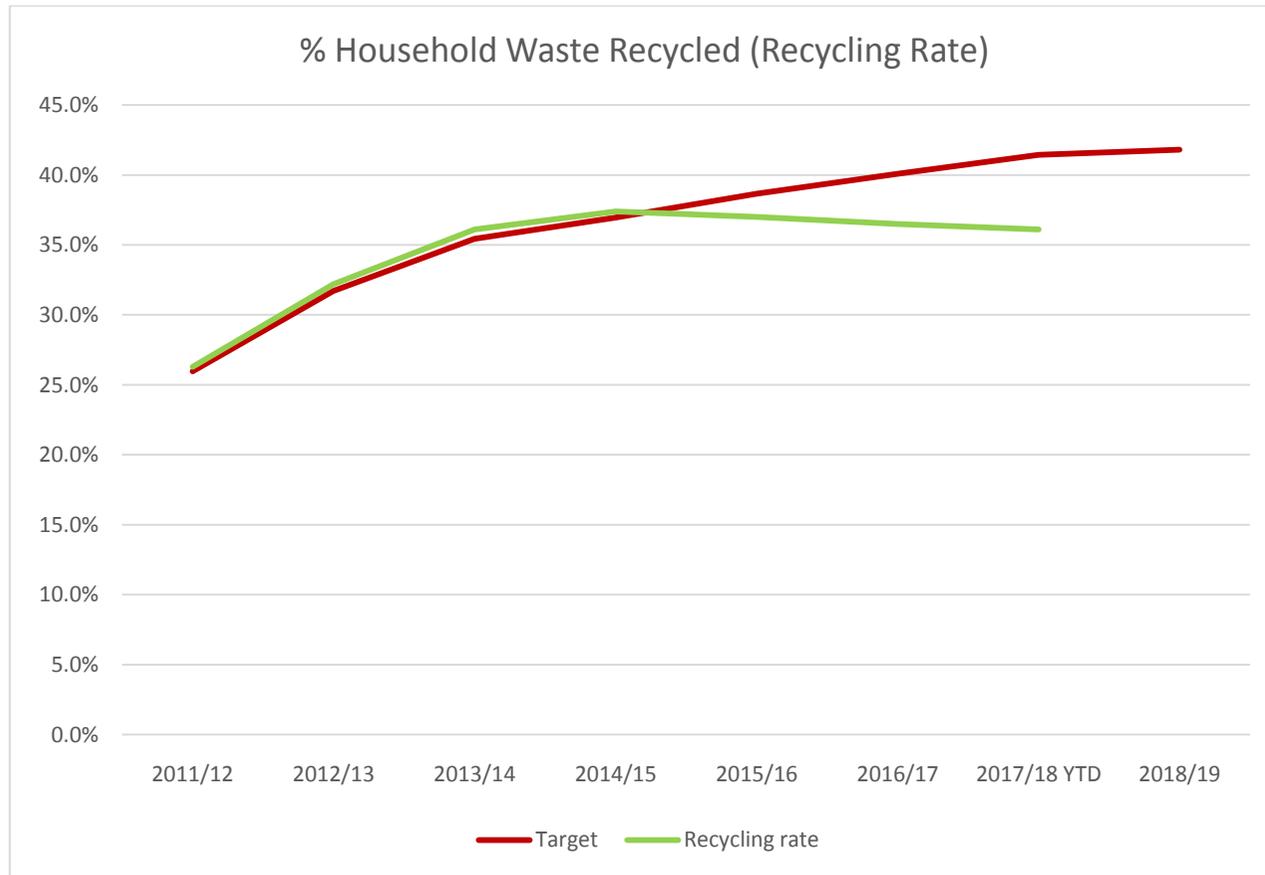
COLLECTIONS - REPORTED MISSED COLLECTIONS

Green

* All Missed Collections for all event states



Graph 6: Recycling performance



Report for: Environment and Community Scrutiny Panel

Item number:

Title: Cycling Review – progress update

Report

authorised by: Emma Williamson - Assistant Director – Planning

Lead Officer: Neil Goldberg – Transport Planning

Ward(s) affected: ALL

Report for Key/

Non Key Decision: N/A

1. Describe the issue under consideration

1.1 In 2016 the Environment and Community Scrutiny Panel conducted a review of cycling in the borough. The panel chose this topic as it is relevant to the Council's aim of building a happier and healthier Haringey and increasing the use of cycling as a mode of transport is one of the Council's key priorities in the Corporate Plan. The review was intended to complement and support the work being done by the Council and its partners. The panel conducted this review through research documentation and relevant local and national guidance, interviews with key stakeholders and local organisations and visits to and investigation of practice in other local authority areas including Cambridge and Waltham Forest.

1.2 The final report was approved by Cabinet on 18 October 2016. This report provides an update on actions that were agreed by Cabinet (attached at Appendix 1) in response to implementing the recommendations of the review.

2. Recommendations

2.1 The Scrutiny Panel is asked to note the progress made to date in achieving the recommendations agreed by Cabinet (attached at Appendix 1).

3. Reasons for decision

3.1 N/A

4. Alternative options considered

4.1 N/A

5. Background information

5.1 The Council's growth and regeneration plans, and its targets for improving health, inequality and environmental quality, are predicated on enhancing the public transport network, reducing reliance on private vehicles, and increasing walking and cycling. The Council's new transport strategy, which is being reported for adoption at Cabinet in March 2018, prioritises promoting cycling to create a more attractive and accessible borough, contributing to improved air

quality, better access to local shops and services and a healthier local population.

5.2 Promoting cycling is also one of the Council's key priorities. Objective 3 within Priority 3 of the Corporate Plan states "We will make Haringey one of the most cycling and pedestrian friendly boroughs in London". The Corporate Plan and the new Transport Strategy details how the Council will promote and improve cycling such as by providing more cycle racks, increasing the network of dedicated cycle lanes, providing more cycle training and improving signage and safety.

5.3 The Council has invested considerable sums through the TfL funded Local Implementation Plan [LIP] and Borough Cycling Programme to support more cycling in the borough, either physical measures such as cycle lanes or softer measures such as cycle training.

6. Progress update on recommendations

6.1 The progress update on the recommendation is provided in Appendix 2. The final column outlines the latest progress in implementing the recommendations of the review.

7. Contribution to strategic outcomes

- **Priority 1 and 2** by making it easier for people to walk and cycle thereby increasing physical activity and creating healthier environments.
- **Priority 3** by making our street more safe and well maintained
- **Priority 4** by making Haringey an attractive place for business investment as well as ensuring Haringey residents are able to take advantage of wider London employment
- **Priority 5** by providing a more accessible and better connected transport system to support housing growth and provide the infrastructure to support development viability.

8. Use of Appendices

Appendix 1 – Cabinet report on response to scrutiny Cycling review 2016

Appendix 2 - Progress update on the Scrutiny cycling review Recommendations January 2018

Report for: Cabinet 18 October 2016

Item number: 8



Title: Cycling – Response to Environment and Community Scrutiny Panel

Report authorised by: Lyn Garner, Director of Regeneration, Planning and Development

Lead Officer: Malcolm Smith, Team Manager, Transportation Planning

Ward(s) affected: ALL

**Report for Key/
Non Key Decision:** N/A

1. Describe the issue under consideration

1.1 Under the agreed terms of reference, scrutiny panels can assist the Council and the Cabinet in its budgetary and policy framework through conducting in-depth analysis of local policy issues and can make recommendations for service development or improvement. The panels may:

- Review the performance of the Council in relation to its policy objectives, performance targets and/or particular service areas;
- Conduct research to assist in specific investigations. This may involve surveys, focus groups, public meetings and/or site visits;
- Make reports and recommendations, on issues affecting the authority's area, to Full Council, its Committees or Sub-Committees, the Executive, or to other appropriate external bodies

1.2 In this context, the Environment and Community Scrutiny Panel (ECSP) conducted a review of Cycling in the borough. The panel chose this topic as it is relevant to the Council's aim of building a happier and healthier Haringey and increasing the use of cycling as a mode of transport is one of the Council's key priorities in the Corporate Plan. The review was intended to complement and support the work being done by the Council and its partners. The panel conducted this review through research documentation and relevant local and national guidance, interviews with key stakeholders and local organisations and visits to and investigation of practice in other local authority areas including Cambridge and Waltham Forest.

1.3 The final report, attached at Appendix 1, details the conclusions and recommendations of the ECSP, and the Comments of the Planning Service and Environmental and Community Safety Service to the recommendations.

2. Cabinet member introduction

2.1 The Corporate Plan is explicit in setting out the Council's aspiration to become one of the most cycle friendly boroughs in London. The vast majority of recommendations made in the scrutiny review have been agreed and I am confident that they will assist us in delivering on this pledge.

2.2 Reducing private car journeys by increasing cycling rates can play a key part in achieving improvements to air quality, noise reduction and support sustainable development particularly in the regeneration areas of Tottenham and Wood Green.

2.3 I support and share the Mayor of London's vision for cycling in London and am determined to play a part in making that a reality in Haringey. The panel's work will be integral to the preparation of our Cycling and Walking Strategy which will set out how we will deliver an ambitious template for increasing cycling rates throughout the borough.

3. Recommendation

3.1 That the Cabinet accept the response to the recommendations of Scrutiny Panel as outlined in Appendix 2.

4. Reasons for decision

4.1 The evidence supporting the Panels' recommendations is outlined in the main body of the report (Appendix 1).

5. Alternative options considered

5.1 The evidence supporting the Panels' recommendations is outlined in the main body of the report (Appendix 1). The Cabinet could choose not to accept the recommendations, despite endorsement by both the Planning Service and Environmental and Community Safety Service.

6. Background information

6.1 Promoting cycling is one of the Council's key priorities. Objective 3 within Priority 3 of the Corporate Plan states "We will make Haringey one of the most cycling and pedestrian friendly boroughs in London". The Corporate Plan details how the Council will promote and improve cycling such as by providing more cycle racks, increasing the network of dedicated cycle lanes, providing more cycle training and improving signage and safety.

6.2 The Council has invested considerable sums through the TfL funded Local Implementation Plan [LIP] and Borough Cycling Programme to support more cycling in the borough, either physical measures such as cycle lanes or softer measures such as cycle training. Over the three year period between 2014/15 and 2016/17 investment in specific cycle facilities including cycle parking is £570,000. On softer measures such as cycle training, safer driving training, cycle grants to schools investment is more than £460,000. Cyclists would also benefit from the introduction of the 20mph speed limit in residential roads across the borough as well as from the completion of Cycle Superhighway 1 in April 2016.

6.3 The panel established the terms of reference for the review as follows:

To consider how and make recommendations on how the Council can develop further its strategy on for increasing the use of cycling for travel and in particular:

- The targeting of investment in the cycling infrastructure in order to achieve maximum benefit;
- How can the Council maximise the take up of cycling;
- The balance between work to develop the cycling infrastructure and encouraging behaviour change;
- Successful initiatives undertaken by other local authorities and especially other London boroughs; and
- To what extent cycling can help address the borough's regeneration and growth agenda.

6.4 In responding to these objectives the panel collated evidence from a wide range of sources including:

- Research documentation and relevant local and national guidance
- Interviews and presentations with officers from Planning, Regeneration and Environmental and Community Safety
- Key stakeholders such as Met Police and local organisations representing cyclists
- Transport for London
- Other local authorities

6.5 On the evidence received, the panel have made 20 recommendations which it hoped will contribute to increasing the use of cycling as a mode of transport.

7. Contribution to strategic outcomes

7.1 The work of the panel will contribute to Priority 3 of the Corporate Plan for a clean, well maintained and safe borough where people are proud to live and work.

8. Statutory Officers comments (Chief Finance Officer [including procurement], Assistant Director of Corporate Governance, Equalities)

Finance and Procurement

It is envisaged that the recommendations shown as agreed in Appendix 2 can be delivered within existing budgets. However, before implementation of recommendations can take place, each agreed recommendation should be fully costed to ensure budget provision exists. If it proves not possible to deliver the recommendations within the existing budget then Cabinet approval for the required additional budget would be required before the relevant recommendation could be fully implemented.

Legal

The Assistant Director of Corporal Governance has been consulted on the content of this report. The report raises no legal issues.

Equalities

The Council has a public sector equality duty under the Equalities Act (2010) to have regard to:

- Tackle discrimination and victimisation of persons that share the characteristics protected under Section 4 of the Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;
- Advance equality of opportunity between people who share those protected characteristics and people who do not;
- Foster good relations between people who share those characteristics and people who do not

Evidence presented as part of the review noted that the current demography of those that cycle does not reflect the diversity of London's population. In particular the review points to the need to increase the number of women cyclists and increase cycling within certain communities, such as Asian and Turkish communities, where cycling levels are currently low. The review notes that a long-term objective for Haringey's cycling strategy will be increasing levels of cycling amongst residents from all backgrounds and communities.

The Council will be identifying how it can encourage more cycling among all communities as part of developing a new Transport Strategy.

It should be noted that at the time the Scrutiny review was carried out it was envisaged that the Council would be producing a Cycling and Walking Strategy in the near future. A decision has now been made to follow a different approach and to produce a Transport Strategy with a number of delivery plans. A Cycling and Walking Delivery Plan will be one of these.

9. Use of Appendices

Appendix 1 – Report of Scrutiny Panel

Appendix 2 – Response by the Planning and Environmental and Community Safety services to the recommendations

10. Local Government (Access to Information) Act 1985

N/A

Appendix 1

Scrutiny Review: Cycling

A Review by the Environment and Community Scrutiny Panel

2015/16

Panel Membership	Cllr Adam Jogee (Chair)
	Cllr Pat Berryman
	Cllr John Bevan
	Cllr Barbara Blake
	Cllr Sarah Elliott
	Cllr Bob Hare
	Cllr Sheila Peacock
	Mr I Sygrave (Co-opted Member)

Lead Officer: Robert Mack, Principal Scrutiny Support Officer

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CHAIR'S FOREWORD

The wide remit of the Environment and Community Safety Scrutiny Panel is such that we could have chosen any one of very many topics to look into over the past year.

We chose an area that would not only fall under remit but was relevant to the Council's aim of building a happier and healthier Haringey.

Cycling can often be viewed as a niche issue for our families and communities but it is, in many ways, a debate about the sort of streets that we want and the neighbourhoods we live in.

Cycling can play a significant part in making our streets clean, welcoming, safe and healthy places. There have been massive increases in cycling in London over recent years but there is still huge untapped potential for further increases in bike use in the suburbs. Realising this potential could mean fewer cars, less congestion, cleaner air and a more active population so the benefits may very well be considerable.

There is significant work being undertaken to regenerate parts of Haringey, especially in Tottenham and the east of the borough, and this should provide particular opportunities to develop further the cycling infrastructure across the borough.

There is an element of truth in the stereotypical view of cyclists being "middle aged men in lycra" but this is only because cycling is still viewed by many as being just for the quick and brave. In order to increase cycling significantly, it needs to become viewed as a normal activity undertaken by a wide range of people in terms of age, gender, class, economic background and ethnicity.

This means people cycling to meetings in their work clothes, to the shops, to meet friends and to travel to school. Before this can happen, people need to feel secure and able on their bikes and safe spaces for them need to be created. There is clear evidence from elsewhere that once people feel safe, they will cycle and in large numbers too.

Proposed improvements to the cycling infrastructure elsewhere have not always met with universal approval though and at times have been more than controversial. The evidence is that they often have the support of the majority of people though and in many cases are frequently viewed as improvements to streets where the various infrastructure works have been implemented. However, it is clear that these works require strong political commitment to see them through.

The committee and I believe that Overview and Scrutiny can play a very useful role in this process because of its bi-partisan make up and its focus on consensus led results.

This review is intended to complement and support the work that is being done by the Council, its partners and recognises that making cycling a more frequent and accessible part of life in Haringey is a long term objective. The Dutch cycling infrastructure was not created overnight and it would therefore be realistic to view improvements as being incremental.

Most other local authorities are also taking action to increase the use of cycling as a mode of transport and we have tapped into some of their experience in our review so we can hopefully benefit from emulating some of the things that have worked well elsewhere.

We have worked hard to ensure that all relevant stakeholders have been included and received input from Haringey Cycling Campaign, schools and areas, including Cambridge and Waltham Forest.

I am grateful to the Panel, Councillor Toni Mallett, the Council Cycling Champion, and Councillor Stuart McNamara, the former Cabinet Member for Environment.

I hope that our recommendations can make a useful contribution to further developing cycling in Haringey.



Councillor Adam Jogee
Chair

RECOMMENDATIONS:

Haringey's Strategic Approach

1. That, as part of the forthcoming Cycling and Walking Strategy, a transformational vision for cycling be developed by the Council for the borough and promoted as part of a wider "Living Streets" strategy, encompassing both walking and cycling and backed up with strong and committed political will. *(Paragraph 4.6)*
2. That the overriding priority of the cycling content of the Council's forthcoming Cycling and Walking Strategy be to create a high quality cycle network that is, as far as possible, segregated from road traffic where speed differences between cycles and motor vehicles are large or where traffic volume is heavy. *(4.8)*
3. That, in order to promote and develop cycling in the borough further, a dedicated post of cycling officer be created, with an overarching responsibility for all aspects of the development of cycling within the borough. *(4.9)*
4. That quarterly meetings regarding cycling issues be scheduled between relevant officers, the Cabinet Member for Environment and Haringey Cycling Campaign and linked into meetings of the Transport Forum. *(4.10)*
5. That the structure of the Transport Forum be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists. *(4.10)*

Developing Haringey's Cycling Infrastructure

6. That the long term cycle route network for the borough and priorities within this be clearly publicised within the new Cycling and Walking strategy. *(5.7)*
7. That the long term cycle route network includes provision for a specific east-west route that crosses the borough. *(5.7)*
8. That cycle infrastructure projects be piloted in the first instance wherever possible in order to provide the necessary flexibility to amend them if necessary so that concerns raised by residents may be responded to effectively. *(5.8)*
9. That the Council's Regeneration, Planning and Development Service undertake a review of cycle pinch points to ensure that these do not compromise the safety of cyclists. *(5.13)*
10. That the Cabinet Member for Environment be requested to confirm that the Council's policy remains that parking on corners is prohibited and, if so, that it is enforced. *(5.13)*

11. That action be taken by the Regeneration, Planning and Development Service to increase the number of exemptions for cyclists from one way restrictions and that these be signposted clearly and trialled in the first instance in order to ensure that they do not compromise the safety of pedestrians. (5.15)
12. That the Regeneration, Planning and Development Service be requested to;
 - (a). Commission a review of cycle paths within the borough where there is shared use with pedestrians; and
 - (b). Investigate methods of slowing cycles and deterring motorcycles and scooters which do not impact on cyclists using trailers, child tag-alongs and cargo cycles. (5.17)
13. That an annual cycle ride around the cycling infrastructure be undertaken by relevant officers with representatives of Haringey Cycling Campaign and interested Councillors to determine any issues relating to it that require attention, particularly signage and repairs. (5.18)

Cycle Parking and Security

14. That strong support be given to a major expansion by the Council, working with Transport for London, of the amount of secure cycle parking, such as bike hangars. (6.3)
15. That the Environment and Community Safety Service install additional bike racks where genuine demand can be demonstrated. (6.3)
16. That a feasibility study should be undertaken to see if secure and contained cycle parking facilities, similar to that provided by cycle hubs in Waltham Forest and part financed by a charge to users, could be established in Haringey. (6.4)
17. That clarification be provided on the procedure and responsibility for the removal of abandoned bicycle parts from cycle parking facilities and the timescale involved and that specific action be taken to speed up this process. (6.10)

Promoting Behaviour Change

18. That Haringey Cycling Conference be made into a bi-annual event but with a wider focus, including walking and "living streets" initiatives. (7.4)
19. That a Haringey Cycling Charter for schools should be developed as a way of building and extending the work that had been undertaken by North Harringay School and that this include cycle training and facilities. (7.8)
20. That further efforts be made to engage with secondary schools within the borough and include them in cycle training provided as part of the Smarter Travel programme. (7.9)

1. BACKGROUND

- 1.1 The Panel decided to commission a review focussing on increasing the use of cycling as a mode of transport as it is one of the Council's key priorities within the Corporate Plan for 2015-18. Objective 3 within Priority 3 of this states: "We will make Haringey one of the most cycling and pedestrian friendly boroughs in London".
- 1.2 The Council's role is stated as being to promote cycling and walking by introducing a 20 mph speed limit, increasing dedicated cycle lanes and encouraging sustainable forms of transport through a smarter travel campaign.

Terms of Reference/Objectives

- 1.3 The terms of reference for the review were as follows:

"To consider how and make recommendations on how the Council can develop further its strategy on for increasing the use of cycling for travel and, in particular:

- The targeting of investment in the cycling infrastructure in order to achieve maximum benefit;
- How can the Council maximise the take up of cycling;
- The balance between work to develop the cycling infrastructure and encouraging behaviour change;
- Successful initiatives undertaken by other local authorities and especially other London boroughs; and
- To what extent cycling can help address the borough's regeneration and growth agenda."

Sources of Evidence:

- 1.4 Sources of evidence were:

- Research documentation and relevant local and national guidance;
- Interviews with key stakeholders and local organisations; and
- Visits to and investigation of practice in other local authority areas, including Cambridge and Waltham Forest.

- 1.5 A full list of all those who provided evidence is attached as Appendix A.

Membership

1.6 The membership of the Panel was as follows:

Councillors: Adam Jogee (Chair), Pat Berryman, John Bevan, Barbara Blake, Sarah Elliott, Bob Hare and Sheila Peacock

Co-opted Member: Mr I Sygrave (Haringey Association of Neighbourhood Watches)

2 INTRODUCTION

Growth in Cycling

- 2.1 Cycling is now being used as a mode of transport by a rapidly increasing number of people in London. Between 2008 and 2014, there was a 33% increase in the number of cyclists on London's roads and growth in 2010 alone was 10.3%. A recent report from the Mayor's office revealed that in Zone 1, 32% of all vehicles on the roads are now bicycles during the morning rush hour. On some main roads, up to 70 per cent of vehicles are bicycles and in three years time it is estimated that the number of people commuting to central London by bike will overtake the number commuting by car.
- 2.2 This London wide growth has been reflected in Haringey, which saw an increase in volume of 73% between 2001 and 2012. 3% of trips are now made by bicycle within Haringey. This compares well to the London average of 2.7% and is above the level of most other suburban boroughs. 8% of Haringey residents are regular cyclists, whilst 14% are "occasional" or "irregular". 49% of residents nevertheless have access to a bike, compared to a figure of 35% for London as a whole. It is also of significance that car ownership across London is declining and only 46% of Haringey residents currently have access to a car.
- 2.3 Whilst the figures for the increase in cycling are impressive, there is still considerable potential for improvement. Pan London statistics do not reflect the position in a large number of London boroughs and particularly outer London as they are distorted by comparatively high levels in a few inner London boroughs, such as Hackney, Lambeth and Southwark. 97% of trips in Haringey are currently not by bicycle and 71% of residents never cycle. A Transport for London report in 2010 illustrated the scope for improvement and estimated that about 37% of trips in Haringey were potentially cyclable. These were journeys which it was considered could reasonably be cycled all the way. Only about 6% of these potential cycle trips were being realised.
- 2.4 Another key issue is that the demography of those people who cycle does not reflect the diversity of London's population;
- 66% are male;
 - 67% are white and 28% from black and minority ethnic communities (BAME); and
 - 51% are from social class AB.
- 2.5 There is therefore an element of truth in the stereotypical image of cyclists being middle aged, middle class, white men as they are over-represented amongst them. In order to increase the number of trips made by bicycle, it will be necessary to increase the number of cyclists from under-represented groups such as women, BAME communities, older people and children. However,

there is some evidence that the demographic is starting to change especially in respect of BAME communities.

Barriers to Cycling

- 2.6 Safety is the key issue that dissuades people from cycling and the Panel received evidence from Transport for London that 70% of concerns relate to this. The number of reported deaths of cyclists in collisions has reinforced this perception. Evidence from survey data also shows that women are more likely to feel that cycling is too dangerous than men.
- 2.7 Cycling in London has nevertheless never been safer according to statistics. Casualty rates are currently the lowest ever recorded. In 1989, 90 million cycle journeys were made in London, of which 33 ended in death. In 2015, 270 million cycle journeys were made in London, of which only 9 ended in death. This figure of 9 deaths was the second lowest on record in absolute terms and the lowest ever in per journey terms. Figures for serious injury show that 419 people were seriously injured in 2014, which is lower than the figure recorded for 1993 when less than half the number of journeys were made by bicycle.
- 2.8 However, a recent piece of research (the Near Miss Project) on near miss and other non-injury incidents involving cyclists showed that they are widespread in the UK and may have a substantial impact on cycling experience and uptake. It concluded that “policy and research should initially target the most frightening types of incident, such as very close passes and incidents involving large vehicles. Further attention needs to be paid to the experiences of groups under-represented among cyclists, such as women making shorter trips.” This underlines the need for a safe infrastructure so that people feel safe enough to cycle.
- 2.9 The Panel heard that a number of reasons have been given by Haringey residents in surveys as to why they do not cycle. These are as follows:
- Traffic volumes/danger from traffic;
 - Personal security whilst cycling;
 - Bike security;
 - Inadequate cycle parking – lack of/poorly installed/designed parking;
 - Cost of bikes and relevant equipment;
 - Lack of signage;
 - An overly sporty or competitive image;
 - Health issues – people of below average fitness thinking “it’s not for me”;
 - From a motorists’ perspective, cycling looks more dangerous than it is;
 - Car parking – danger and disruption; and
 - Permeability – disruption of direct cycle routes by one way systems etc.
- 2.10 In terms of overcoming barriers to cycling, the following issues were considered by residents as measures that would encourage more cycling:

- Cycle lanes 42%
- Cycle parking/storage 20%
- Route information 17%
- Training/equipment loans 15%
- Nothing 6%

Benefits

2.11 There are strong and compelling reasons to promote cycling. A number of benefits are very much relevant to the needs of *all* residents and not just cyclists:

- Cycling reduces road congestion on the roads and it is the most space efficient form of transport. More cyclists mean fewer cars on the road and more space on buses and tubes;
- It has clear health benefits. Cycling is a form of exercise that is easily incorporated into a daily routine, especially if undertaken as part of the commute to work. Britain is facing a rapid growth in obesity and cycling can make a significant contribution to addressing this;
- Air pollution kills around 9,500 people per year in London. Reducing the number of car journeys by increasing cycling will help to reduce pollution. Cycling also causes very few CO2 emissions;
- It can assist in improving social inclusion by providing cheap, reliable access to jobs and facilities, especially for young adults;
- As part of overall general measures to reduce traffic and promoting living streets, it can play a role in making streets more pleasant environments for all;
- Cycling offers the least expensive means of travel in London;
- It is quick and convenient for short journeys; and
- It is easy to carry modest loads by cycle.

3. ACTION TO INCREASE CYCLING

- 3.1 Increasing the use of cycling as a mode of transport has been a priority for a large number of local authorities. The Panel visited Cambridge and the London Borough of Waltham Forest to see how they had successfully achieved considerable improvements and detailed notes of these are included in the two case studies within this report.
- 3.2 London wide action to realise the Mayor's Vision for Cycling is being undertaken by Transport for London, in partnership with the boroughs. The vast majority of funding for cycling projects comes from Transport for London, mainly from Local Implementation Plan (LIP) funding. This is money this is granted to London boroughs to spend on projects which support the Mayor's Transport Strategy. In addition, London boroughs are also taking action individually to increase cycling. TfL are responsible for London's "red routes" whilst all other roads are the responsibility of the London boroughs.
- 3.3 The cycling budget for the Mayor's Office is £912 million over 10 years. The table below sets out the historic annual expenditure, the draft budget for 2016/17 and business plan allocations for the remainder of the £912m ten year programme:

<u>Year</u>	<u>£m</u>	<u>Source</u>
2012/13 to 2015/16	302	Actual spend
2016/17	155	Draft budget
2017/18	166	Draft plan
2018/19	124	Draft plan
2019/20	66	Draft plan
2020/21	68	Draft plan
2021/22	31	Draft plan
Total	912	

- 3.4 Cycling accounts for only 4 per cent of TfL's capital spending. The £600 million that is currently being spent on just upgrading Bank Underground station is equivalent to two-thirds of the entire ten-year cycling budget. In addition, the budget is set to reduce in the forthcoming years but there is now a new Mayor and it may therefore be subject to review.
- 3.5 Spending is currently at its peak with £200 million currently being spent to develop the network. The Mayor decided to spend money on the development of a pan London network, particularly the super highways, to address concerns regarding safety. The super highways are already main cycle routes and are

mainly segregated from other traffic. They are built to a high specification and allow cyclists to travel at a range of different speeds.

- 3.6 Funding of over £100m has also been allocated by TfL for radical transformations in three outer London boroughs – Enfield, Kingston and Waltham Forest - as part of the “Mini-Holland” scheme. The aim of this is to encourage more people to cycle, more safely and more often while providing better streets and places for everyone. The programme has specifically targeted people who make short car journeys in outer London that could be cycled easily instead. The Panel noted that Haringey had also made a bid for funding under the scheme but had not been successful and discussed with officer what lessons had been learnt.
- 3.7 In respect of London as a whole, the Panel heard evidence from Andrew Gilligan, the Mayor’s Cycling Commissioner and Mark Trevethan, Principal Strategy Planner at Transport for London. Mr Gilligan stated that the population in London was growing and there are now more people and less room. Cycling represented a quick and cheap way to increase the capacity of the transport network. Promoting cycling was not just about making improvements for cyclists - it was a quality of life issue. Improvements aimed at cyclists, for example those undertaken in Enfield and Waltham Forest, had the potential to make places more pleasant for all. More people cycling meant less people taking up road space, more available seats on buses, improved public health and less pollution.
- 3.8 The Panel noted that the demography of cyclists was starting to change. A recent attitude survey has shown that there are now only marginal differences with the BAME communities. However, there is still considerable resistance or lack of interest in some communities, particularly the Asian and Turkish communities where cycling is considered low in status. People from BAME communities are also more likely to be living in flats and therefore have difficulties in storing bikes. Progress also still needs to be made in increasing the number of women cyclists. This contrasts with the situation in Denmark and Holland where the majority of cyclists are women. Cycling in these countries is also considered to be a normal activity and not just for the elite few.
- 3.9 Mr Gilligan drew attention to the fact that improvements to the cycling infrastructure can be controversial and even modest proposals can provoke a disproportionate reaction from a minority of residents. This was acknowledged by Councillor Stuart McNamara, the Cabinet Member for Environment, who stated that it might be necessary at some stage to upset a few people in order to benefit many in order to develop cycling in the borough further.

- 3.10 He stated that political leadership in such situations was very important. A scheme in Palmers Green had prompted vociferous opposition but the results of consultation on the proposals had shown 60% in favour. Proposals were often controversial initially but people quickly forgot what the concerns had been. For example, a scheme in Railton Road near Herne Hill had been met with a lot of local opposition but many now felt that it had made the area a lot more pleasant. Soft "behavioural change" measures had been undertaken by some local authorities to encourage cycling. These provided easy wins and were met with little opposition but would not ultimately be successful in developing cycling unless people felt safe to cycle.
- 3.11 He felt that trialling schemes was useful and possible where improvements were not on a large scale and did not include changes that were difficult to reverse, such ones that included the use of concrete. This approach had been successful in many places, especially New York. The forthcoming scheme that was being developed in Enfield was a trial and this had helped to overcome some local opposition. Not many boroughs were both willing and capable of taking on and implementing cycling developments effectively. Examples of boroughs that had been successful were Camden, Islington, Hackney, Southwark and Waltham Forest. The Mayor's Office were happy to help assist with programmes and likely to have to become more involved in the future.
- 3.12 In relation to Haringey, Mr Gilligan stated that he would like there to be more cycle routes in the borough. It had a similar demographic to boroughs with far higher levels of cycling but the roads were not very cycle friendly. He expressed a particular interest in the development of an east-west route across the borough, from East Finchley through to Muswell Hill to Wood Green and Tottenham. This could be done but would require the political will to push it through. The Panel also noted the benefits that could come with regard to bringing people together. If there was a good local project, it might be possible to find the funding from TfL for it. In particular, he would support plans for bike hangars in areas where there were lots of houses in multiple occupation (HMOs) and limited places for people to leave their bikes.
- 3.13 Quietways are also being developed further by TfL in collaboration with the boroughs. These are aimed at overcoming barriers to cycling by targeting cyclists who want to use quieter, low-traffic routes, and providing an environment for those cyclists who want to travel at a gentler pace. They are not specifically segregated from other road traffic. Each Quietway is intended to provide a continuous route for cyclists and each London borough will benefit from the programme. This network will complement other cycling initiatives such as the Cycle Superhighways and the Mini-Hollands. The Panel noted that progress with these had been slow but they had been starting from a low level. In some boroughs, progress has been straightforward but in others a lot of development work had been required.

- 3.14 Mr Trevethan drew particular attention to the adoption of 20 mph speed limits in a number of boroughs which he felt had been helpful. A lot of roads are designed to allow fast speeds and a 20 mph speed limit helped as it meant that roads can be narrowed. Lower speeds can also play a role in making cyclists feel safer and encouraging people to take up cycling.
- 3.15 He felt that there were a number of things that individual boroughs could do to develop cycling further;
- Having a clear cycling strategy that spells out clearly how cycling can benefit the borough and the part that it plays in wider objectives such as health, tackling health inequalities, reducing pollution and planning;
 - Establishing a long term route network with clear priorities and using this as the base for the LIP programme and other projects, as well as the planning process;
 - Integrating other Council processes, especially planning and regeneration, and requiring developers to provide cycle facilities such as high quality parking plus prominent, convenient cycle access and links to the network;
 - Using of Section 106 agreements and the Community Infrastructure Levy (CIL) to invest in improved routes;
 - Considering the potential for new uses for streets in areas with low car ownership e.g. play streets, parklets and look to address complaints about rat running and traffic speeds so that projects are presented as not just for cyclists; and
 - Considering the potential for cycling in other Council programmes such as training for local unemployed people in cycle repairs, cycle training for young parents and cargo bike loan schemes.

4. HARINGEY'S STRATEGIC APPROACH

- 4.1 Increasing cycling has already been recognised as a priority for the borough and is a key objective within the Council's Corporate Plan 2015-18. The Panel heard evidence from officers regarding the vision for cycling in 2025;
- Cycle routes and facilities as good as the best in London;
 - An extensive network of safe and attractive cycling routes covering all corners of the borough;
 - High levels of cycling amongst residents from all backgrounds and communities;
 - Access to residential secure cycle parking;
 - Cycle training guaranteed for all residents;
 - Cycling considered a safe form of transport for everyday journeys for people of all ages; and
 - Cyclists and pedestrians will be able to use the road network safely.
- 4.2 Action to increase the level of cycling will be outlined in the Council's upcoming Cycling and Walking Strategy. This will be achieved by a combination of work aimed at improving the infrastructure and changing attitudes. Partnership working and political commitment are considered integral to achieving this.
- 4.3 The Panel received evidence from Councillor Stuart McNamara, then Cabinet Member for Environment, who gave his views on the Council's action to date. He felt that there was a lot that was good with what was currently being done to promote cycling but there were also some areas that could be improved. Some infrastructure projects had been implemented without prior consultation. A large amount of the previous infrastructure had also needed to be removed. However, improvements did not necessarily need to cost much and it was more about smart thinking.
- 4.4 The Panel noted the views of Haringey Cycling Campaign who did not feel that there had been much improvement in the last ten years. They also highlighted the need for political will in order for meaningful change to take place. In addition, they felt that while officers were sympathetic, they often did not see cycling as a priority.
- 4.5 The evidence that the Panel received indicated that a clear transformational vision for cycling is needed for the borough. However, it noted evidence from other local authorities that focussing solely on the needs of cyclists can alienate non cyclists. In response to this, Waltham Forest have now started to promote their Mini Holland scheme initiatives under the "Walk, Cycle, Enjoy" slogan. As previously mentioned, cycling can also have the benefit of improving the environment for all by making our streets safer, cleaner, quieter and more welcoming.

- 4.6 Boroughs that have been successful in increasing the level of cycling are supported by a strong political commitment. This needs to be demonstrated in order to maximise funding opportunities as the evidence shows that TfL and other funders are more likely to provide support if they feel confident initiatives will be followed through and delivered. Initiatives to develop the infrastructure can sometimes be controversial and, in such circumstances, TfL will wish to be reassured that there is sufficient commitment locally to resolve any issues.

Recommendation:

That, as part of the forthcoming Cycling and Walking Strategy, a transformational vision for cycling be developed by the Council for the borough and promoted as part of a wider "Living Streets" strategy, encompassing both walking and cycling and backed up with strong and committed political will.

- 4.7 The overwhelming evidence is that safety is the single reason why most people do not cycle. Whilst to a certain extent this is based on perception rather than reality, large increases in the number of cyclists are unlikely to take place until people feel safe to cycle. For this to happen, there needs to be safe spaces for cycling. It is also clear that this is essential to reach a wider demographic, particularly women, older people and children.
- 4.8 Cycle routes should provide a safe, welcoming and attractive environment for cyclists. In such circumstances, people will be far more likely to choose to cycle. To achieve this, there are clear benefits in having segregated cycle lanes as they minimise interaction with road traffic which is a major barrier for many potential cyclists. They have been effective in promoting increases in cycling elsewhere and are particularly beneficial where speed differences between cycles and motor traffic are high or where traffic is heavy. The Panel received evidence that there are also a number of different options that can be used to provide segregation which can assist when space is at a premium. These include soft or light methods of segregation such as rugby ball shaped "armadillos", the "Cambridge kerb" or planters.

Recommendation:

That the overriding priority of the cycling content of the Council's forthcoming Cycling and Walking Strategy be to create a high quality cycle network that is, as far as possible, segregated from road traffic where speed differences between cycles and motor vehicles are large or where traffic volume is heavy.

4.9 The Panel noted that many boroughs have a dedicated cycling officer, including a number that had been very successful in increasing the number of people cycling, including Waltham Forest. At the moment, Haringey has a Smarter Travel Officer whose responsibilities include cycling and extra funding is received from TfL for this post. However, the post currently only deals with behaviour change and cycle training and not all cycling related projects and activities, such as development of the infrastructure. The Panel feels that the establishment of a single post with responsibility for all aspects of cycling would assist in improving co-ordination of the development of cycling. This could also assist in helping to secure additional external funds, particularly from TfL.

Recommendation:

That, in order to promote and develop cycling in the borough further, a dedicated post of cycling officer be created, with an overarching responsibility for all aspects of the development of cycling within the borough.

4.10 The Panel is also of the view that there should be regular and ongoing engagement with the community and stakeholders on cycling issues so that their feedback can be systematically incorporated. It is particularly important that alterations on road layouts are consulted upon at an early stage so that they may be amended if necessary and regular meetings should provide an opportunity for such discussions to take place. This may reduce the risk of money being spent on developments that are poorly designed. In addition, the structure of the Transport Forum should be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists.

Recommendations:

- That quarterly meetings regarding cycling issues be scheduled between relevant officers, the Cabinet Member for Environment and Haringey Cycling Campaign and linked into meetings of the Transport Forum; and*
- That the structure of the Transport Forum be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists.*

4.11 The Panel noted the safety deficits of some of the existing cycle infrastructure in the borough. For example:

- On Mayes Road, the southbound cycle loan on the pavement leads to an increased risk in crossing Coburg Road;
- Crossing the Roundway to All Hallows Road potentially leads cyclists into the path of a fast moving vehicle turning left into the same road; and

- In several locations, the swing left and right onto a pavement cycle lane takes cyclists' paths close to a sharp and unforgiving end to railings.

Regeneration

- 4.12 The Panel received evidence on how cycling was taken into account in regeneration programmes. In Tottenham Hale, the new District Centre Framework would provide a high level master plan for developments. As part of this a Street and Spaces strategy, that included cycling had been developed and was currently being consulted on. Haringey Cycling Campaign had welcomed it but had stated that they would comment in due course on the detail. Lessons have been learnt from the work undertaken around the Tottenham gyratory system and the aim is now to provide segregated cycling lanes wherever possible. One of the aims of the regeneration work is to make Tottenham a destination for people to meet and visit. As part of this, TfL is considering making Tottenham a Cycle Superhub.
- 4.13 Specific work is also being undertaken with Waltham Forest to open up the wetlands between Tottenham Hale, Tottenham Marshes, Blackhorse Road and Walthamstow. This would provide a segregated cycling route as well as access to the Lee Valley.

5. DEVELOPING HARINGEY'S CYCLING INFRASTRUCTURE

- 5.1 The Panel heard that there are a number of major TfL infrastructure projects that are currently being undertaken within the borough;
- Cycling Superhighway 1 will connect Tottenham to central London and is due to be completed in spring 2016. The Council is building an extension that will take it onto Northumberland Park
 - The second phase of the Quietway will pass through Bowes Park, Wood Green, Alexandra Palace, Finsbury Park and onto central London;
 - An electric bike hire scheme is being developed. The preferred bidder will be selected in January and the scheme implemented in Spring 2017. This is a fairly small scheme and will follow the route of the W7 bus from Finsbury Park to Muswell Hill. There will be 200 bikes.
- 5.2 In addition, the Council are undertaking the following:
- Permeability measures are being implemented to allow two way cycling on some one way streets and the removal of barriers to cycling;
 - Cycle routes are being developed in the Tottenham gyratory area; and
 - Identified priorities of Haringey Cycling Campaign are also being addressed.
- 5.3 A major scheme has also been undertaken in Wood Green that delivers cycle parking, advance stop lines and new cycle lanes. In addition, traditional streetscapes are being re-introduced as part of estate renewal and this will help to encourage cycling.
- 5.4 The local plan includes a Green Grid of cycling and walking routes which are intended to be long term initiatives where the Council wishes to focus investment. Whilst some of these will be funded through the LIP, the Council is also looking to obtain funding from other sources.
- 5.5 The Panel noted evidence from the Cabinet Member for Environment regarding Haringey's bid for "Mini Holland" funding. He was not unduly concerned by the fact that the Council's bid had been unsuccessful as he felt that there was an opportunity to learn from the neighbouring boroughs that had been successful.
- 5.6 From evidence received, it is clear that there needs to be a high level of preparedness by Council if it is to be in a position to take full advantage of funding opportunities, particularly from TfL. It is highly likely that further opportunities to obtain funding will arise and this might well include another mini Holland scheme. The Panel notes that there is already the outline of a long term route network within the Green Grid. It would nevertheless welcome further detail on the long term route network for the borough as well as clarity regarding priorities and is of the view that these should be clearly publicised within the Cycling and Walking strategy.

5.7 The Panel noted the current lack of an east-west cycle route across the borough and the interest of the Mayor's Cycling Commissioner in developing one. Whilst some work is being undertaken by officers to develop an east-west route, current plans are only for a Quietway that goes part way across the borough. The Panel would therefore welcome the inclusion of a specific east-west route across the borough within the long term network.

Recommendations:

- *That the long term cycle route network for the borough and priorities within this be clearly publicised within the new Cycling and Walking strategy; and*
- *That the long term cycle route network includes provision for a specific east-west route that crosses the borough.*

5.8 In addition, the Panel noted evidence from a variety of sources of the benefits of trialling schemes as these provide flexibility to evaluate and amend schemes in response to the concerns of residents.

Recommendation:

That cycle infrastructure projects be piloted in the first instance wherever possible in order to allow them to be amended following concerns raised by residents.

5.9 The Panel obtained the views of Haringey Cycling Campaign on how the current cycling infrastructure could be improved. They highlighted the following issues:

- Some old cycle routes had been much neglected;
- Barriers to prevent motorcycles being driven along footpaths also had the effect of not allowing bicycles through;
- There were pinch points on some roads, including Albert Road, where it was too narrow for a bike and a vehicle to pass through together;
- The amount of parking allowed on some roads was unsuitable;
- Main roads and junctions could be challenging for cyclists;
- There were a number of large junctions that it was hoped could be improved for cyclists, including Wightman Road, Colney Hatch Lane and Lordship Lane. The rebuilding of the railway bridge of Wightman Road might provide a particular opportunity to do this;
- Bus stops were not always located well in their proximity to cycle routes. Other countries have created "floating" bus stops, which give room for cyclists to pass behind them;
- Some shared use paths were too narrow;
- 2-way cycling could be implemented easily on one way streets but a lack of forethought could lead to a waste of resources. Park Road in Hornsey was

an example of a well laid out facility where the best possible options had been taken. Opportunities had been missed to incorporate initiatives into other schemes, such as Green Lanes. Implementation could be simple and need sometimes only required signage;

- A proposed bridge over New River next to the border with Hackney had encountered local opposition. It had been supported by Hackney Council but opposed by Haringey some years ago and might be worthwhile revisiting;
- There was heavy competition for road space in some areas of the borough. In Wood Green High Road, this had been exacerbated by narrowing of the road. There were other options that could be explored and which could be considered as part of the Wood Green regeneration scheme;
- There were issues with signage in a number of locations, including by the Tottenham War Memorial where it was not clear where the cycle lane was located; and
- There were a large number of faded white lines. This was easy to resolve and brought big safety benefits as motorists were much more likely to comply.

5.10 Members of the Panel undertook a cycle tour of key parts of the borough with Council officers and members of Haringey Cycling Campaign. This enabled them to observe the infrastructure at first hand and experience what it is like to cycle within the borough. Whilst there are some good sections of cycle route, these tend to be short and disjointed. The better routes appeared to be in quieter side streets but could entail dismounting to cross main roads.

5.11 The previously highlighted issue with “pinch points” was encountered. These are sections of road where the carriageway is narrowed by design - often at traffic islands - with the intention of slowing and calming traffic. They can often be a source of risk to cyclists as anyone cycling in the inside of a lane is forced into the main flow of traffic by them. In addition, it was noted that some cycle routes were laid out so that they encouraged cyclists to ride too close to parked cars, which can put them at risk of being hit by opening car doors.

5.12 The Panel is of the view that the issue of cycle and bus pinch should be addressed as these can compromise the safety of cyclists. In addition, a scrutiny review on road safety in 2007 recommended that parking on corners should be prohibited. This recommendation was accepted but the Panel would request confirmation that this is still policy.

Recommendations:

- *That the Council’s Regeneration, Planning and Development Service undertake a review of cycle pinch points to ensure that these do not compromise the safety of cyclists; and*

- *That the Cabinet Member for Environment be requested to confirm that the Council's policy remains that that parking on corners is prohibited and, if so, that it is enforced.*

5.13 The Panel noted that one of the strategies followed successfully in Cambridge, as well as other places, is to enhance accessibility for cyclists so that it is easier to travel on bicycle than by car. The overall strategy has been described as "filtered permeability" and describes road design that still allows through access for walking and cycling but removes it for motor traffic. This can be achieved either by a straightforward physical closure with bollards or the use of opposed one-way streets with exemptions for cycling or simply by the use of signage. It is an important part of the strategy used to develop cycling in Holland and can be used to improve accessibility without the need for cycle paths. The Panel feels that increasing the number of exemptions for cyclists from one way restrictions would provide a useful and cost effective means of encouraging cycling further within Haringey.

5.14 The Panel would nevertheless like to ensure that this will not compromise the safety of pedestrians. It is possible that, when crossing one way streets, they may not think to look the other way for cyclists. Bicycles are also quiet, making it less likely that pedestrians will be alerted to their approach. It therefore feels that proposed exemptions should be signposted clearly and trialled in the first instance.

Recommendations:

That action be taken by the Regeneration, Planning and Development Service to increase the number of exemptions for cyclists from one way restrictions and that these be signposted clearly and trialled in the first instance in order to ensure that they do not compromise the safety of pedestrians.

5.15 The Panel received evidence that cycle paths with shared use with pedestrians can be a source of confusion. In particular, the Cabinet Member for Environment was of the view that the thinking behind these was flawed. The Panel would therefore welcome a review of their use.

5.16 The Panel also feels that methods of slowing cyclists that do not prevent the use of child or load trailers, tag-alongs or load carrying cycles should be investigated. For examples, Cambridge use low humps on the pedestrian side of some shared use paths. In addition, methods of deterring motorcycles and scooters that do not affect cyclists with child trailers are needed and experience from elsewhere should be incorporated.

5.17

Recommendation:

That the Regeneration, Planning and Development Service be requested to;
(a). Commission a review of cycle paths within the borough where there is shared use with pedestrians; and
(b). Investigate methods of slowing cycles and deterring motorcycles and scooters which do not impact on cyclists using trailers, child tag-a-long and cargo cycles.

5.18 The Panel is of the view that the most effective way of keeping abreast of issues in respect of the cycling infrastructure in the future would be for relevant officers to cycle around it. In addition, this could provide a useful opportunity to engage with stakeholders.

Recommendation:

That an annual cycle ride around the cycling infrastructure be undertaken by relevant officers with representatives of Haringey Cycling Campaign and interested Councillors to determine any issues relating to it that require attention, particularly signage and repairs.

6. CYCLE PARKING AND SECURITY

- 6.1 Provision for parking bicycles is an essential part of developing cycling as a mode of transport as cyclists need somewhere safe and secure to leave their bicycles. Haringey has undertaken specific investment in cycle parking, which is now available in a wide range of locations across the borough and especially around public transport hubs. Some modes of parking are chargeable for users and there is therefore scope for them to be, at least, partially self funding
- 6.2 Cycle hangars have recently been introduced and have proven to be very popular. These are on-street covered facilities intended for the use of people in flats or houses in multiple occupation with little room to park bicycles. They cost £3,000 each and part funding is available for these. There is also a charge for residents who use them.
- 6.3 The Panel noted that views of the Cabinet Member for Environment, who felt that there were still a lot of gaps in the placement of cycle racks, such as near parks. He felt that this could be remedied fairly easily, subject to funding. The Panel would concur with this view.

Recommendations:

- *That strong support be given to a major expansion by the Council, working with Transport for London, of the number of bike hangars.*
- *That the Environment and Community Safety Service install additional bike racks where there genuine demand can be demonstrated.*

- 6.4 The Panel were impressed by the facilities in both Cambridge and Waltham Forest both in terms of the quantity of spaces and the high quality of them. There are currently 3,000 parking spaces for cycles at Cambridge station. There are 8 cycling hubs within Waltham Forest, which provide secure cycle parking around the clock for a charge of £10 per year. The locations include every tube and railway station and there are now over 1,000 parking spaces.

Recommendation:

That a feasibility study should be undertaken to see if secure and contained cycle parking facilities, similar to that provided by cycle hubs in Waltham Forest and part financed by a charge to users, could be established in Haringey.

- 6.5 The Panel noted evidence that Council's Local Plan provides the overall planning policy context for supporting cycling and sets out current cycle

parking standards which are considered the minimum. The Council will follow London Plan cycle parking standards once they are finally approved.

- 6.6 Cycle parking is required to be safe, undercover and secure and "Sheffield" type stands are typically installed within an undercover secure shelter. Cycle parking is promoted by requiring its inclusion in scheme designs and is one of the transport related considerations on whether a development proposal is acceptable.
- 6.7 In considering planning applications, the Council's planning process seeks to enhance sustainable transport. In terms of cycling, enhancements or additions are sought to the local cycle network. To mitigate the impact of a development on the highway network, the Council will typically seeking a contribution through the Section 106 process. The Panel noted that with higher levels of development of housing and jobs within the borough, there would be scope for managing the development of the cycle route network to ensure such measures are integrated within the design process.
- 6.8 One key issue in respect of cycle parking is security. The Panel received evidence from Sergeant Mick Doherty of the Metropolitan Police regarding this. It heard that the number of cycle thefts had increased from 663 in 2014 to 730 in 2015. People often bought expensive bikes without investing in security of the same quality to protect them. There are a number of hot spots within the borough which shift regularly. Seven Sisters, Wood Green, Turnpike Lane and Crouch End have all been hot spots. The Police were giving consideration to using cameras focussed on bike stands to address thefts. Haringey has one of the highest rates of theft in north London but the Panel noted thefts in central London were a lot higher.
- 6.9 Operation Pluto was set up to target cycle theft, using plain clothed officers and decoy bikes, as well as high visibility patrols. Bike registration is another useful deterrent. This can be done by the Police for no charge and enables bikes to be tracked. Halfords can also stencil bikes as part of the scheme and efforts are also being made to involve independent bike shops.
- 6.10 The Panel noted that cycle parking facilities can sometimes contain remnants of bicycles, particularly frames, and that they can remain there for some time. It is important that cycle parking facilities are attractive and well maintained. Bicycle parts should therefore be removed quickly and according to clear timescales.

Recommendation:

That clarification be provided on the procedure and responsibility for the removal of bicycle parts from cycle parking facilities and the timescale involved and that specific action be taken to speed up this process.

7. PROMOTING BEHAVIOUR CHANGE

- 7.1 The Council aims to achieve behaviour change through its Smarter Travel programme. This is intended to complement work that is being done to develop the infrastructure. It has the following aims:
- To improve cycling, active travel and health;
 - To reduce road casualties;
 - To reduce traffic and congestion; and
 - To improve air quality and reduce CO2 emissions.
- 7.2 The cycling element of this has promoted the following;
- Bikeability and balanceability training;
 - Cycle maintenance sessions and cycle security;
 - Awareness training for lorry and van drivers;
 - Tougher enforcement of HGVs;
 - Cycle facility improvements for schools;
 - Engagement and enforcement linked to the wider 20mph limit; and
 - Volunteer Cycle Rangers.
- 7.3 The following have been part of this programme:
- Smarter Travel information and advice road shows, including the Festival of Cycling;
 - Cycle rides for pupils – mass cycle rides during Bike Week;
 - Sky Rides for all and Breeze Rides for women;
 - Active Travel projects run by community organisations;
 - Personal travel planning project; and
 - The Haringey Cycling Conference, which took place in September 2015.
- 7.4 Panel Members attended the Haringey Cycling Conference and found it a very useful opportunity to learn from experiences elsewhere, share ideas and develop networks. They believe that it should be made into a regular event. However, it should be wider than just cycling and include walking and “living streets” initiatives, in line with the strategic approach.

Recommendation:

That Haringey Cycling Conference be made into a bi-annual event but with a wider focus, including walking and “living streets” initiatives.

- 7.5 The Panel received evidence on the impressive work that is being done by some schools in the borough. It heard from Sarah O’Carroll from North Harringay School on the work that has been done by the school to promote cycling. As part of a walking and cycling to school programme, the school had

successfully applied for a grant of £5000 from the London Cycling Campaign. This had been used, amongst other things, to develop cycle training and purchase a number of bikes. School staff had been trained as cycle trainers and were now able to offer cycle training to children at the school. Many of those who had been trained had been able to get other paid work as instructors.

- 7.6 They now have approximately eight qualified cycle instructors and, in addition to cycle training, are able to offer a bike recycling scheme and maintenance workshops. The school founded the Haringey Schools Cycling League and has also participated actively in Bike Week and arranged family bike rides had also been arranged. There are also pool bikes available for staff and a cycling after school club, which had been financed by a TfL cycle grant.
- 7.7 Ms O'Carroll stated that it would be possible for the training offered by the school to be extended to other schools within the borough. According to survey data, the overriding barrier to increasing the level of cycling cited by schools was concern about safety and this was a consistent pattern.
- 7.8 The Panel were very impressed by the work undertaken by North Haringey School. They feel that that a Haringey Cycling Charter for schools should be developed as a way of building and extending the work that had been undertaken by North Haringey School to include cycle training and facilities.

Recommendation:

That a Haringey Cycling Charter for schools should be developed as a way of building and extending the work that had been undertaken by North Haringey School and that this include cycle training and facilities.

- 7.9 The Panel noted the excellent work that has taken place with schools. This has been focussed on primary schools but is not specifically restricted to them. Additional funding was received from TfL this year to target secondary schools with cycle training but it has proven very difficult to engage with them in order to carry this out. The Panel would recommend that further efforts be made to engage with secondary schools and include them in cycle training.

Recommendation:

That further efforts be made to engage with secondary schools within the borough and include them in cycle training provided as part of the Smarter Travel programme.

Case Study 1 - Cambridge

The Panel visited Cambridge, which currently has the highest percentage of people cycling on any city in the UK.

- 30% of people in Cambridge cycle to work. 22% of all trips are made by cycle and the aim is to reach 40% by 2023. The gender split is 59% men and 41% women. There is also a mixture of ages.
- People feel safe to cycle and therefore do so. It is an easy way to travel. The centre of Cambridge is not accessible by private car. "Rat runs" are also not accessible by car but can be used by cycles. There are several streets which are no entry except for cyclists. Cycling therefore gives people access to a wider network of roads.
- Double yellow lines had been used in some places to prevent people from parking in cycle lanes. This had been controversial but there had been the political will by the Council to carry it through.
- Funding has come from a number of sources, including Section 106, DfT and City Deal funding. Whilst funding can be identified to develop the cycle infrastructure, maintenance is an issue as there is often a lack of funding.
- Action was taken to ensure that all developments encourage the use of sustainable transport. Section 106 agreements had been used to ensure that developers mitigated the growth in the quantity of traffic arising from developments.
- There are currently 3,000 covered parking spaces for cycles at Cambridge station. The planned new science park railway station would have space for 1,000 cycles.
- There was a cycling forum to discuss plans that includes local authorities, cycling organisations, Sustrans and local employers.
- There had been opposition to some schemes. However, work had been undertaken to engage with residents and develop relationships with them. A number of objectors to schemes cycled themselves and this made it easier to engage constructively with them.
- The "Cambridge kerb" had been developed as a means of separating cycles from the main carriageway whilst allowing a car or cycle to safely cross the kerb.
- Red aggregate is used for cycle lanes where possible as it kept its colour. However, it had to be ordered in large quantities.

- A number of schemes had been trialled in the first instance before becoming permanent.
- The middle class demographic has been targeted, who were likely to be more sympathetic to cycling.
- There was a substantial cycling infrastructure, including cycle phases at traffic lights, "floating" bus stops, segregated lanes and (not visited) a cycle and pedestrian bridge over the River Cam.

Case Study 2 – Waltham Forest

The Panel also visited Waltham Forest, which was one of the three London boroughs that had been successful in bidding for "Mini Holland" funding.

- Waltham Forest had looked at the Mini Holland Scheme as a good opportunity. They had not been selected initially and were asked to reconsider bits of their scheme, particularly links to the north of the borough, before they were selected.
- They have a good track record of delivery and were well ahead of other mini Holland boroughs in delivering the scheme. There is a borough cycling officer.
- £30 million had been made available from TfL in total, as part of the scheme. There were also other cycling programmes that the borough was undertaking. These included Quietways, for which there was £600,000 as well as other linked LIP programmes.
- Walthamstow Village had been the first pilot, which had proven to be controversial, with vociferous opposition and support, as well as a silent majority who did not have strong views. Although the work had been controversial in nature, there were now no vacant shops there whereas there had been six a year ago. Estate agents were now specifically advertising properties in the area as being "close to the mini Holland scheme".
- There had been considerable opposition to the schemes, including one of the largest protests in the borough's history. There had been an unsuccessful High Court challenge. Opposition had calmed down after this.
- There are eight cycling hubs (see below) within the borough, which provide 24 hour secure cycle parking for a charge of £10 per year. The locations include every tube and railway station and there are no over 1,000 parking spaces. There are also currently 30 cycle hangars within the borough and it is planned to install another 30 this year. There had been an unexpectedly high level of

demand for these. The possibility of installing single hangars in front gardens is being investigated. Additional cycle stands were also being installed – around 1,200.



- Promotional work is being undertaken that focusses on cycling and walking. The Council is trying to drop the “mini Holland” label and was currently using the slogan “Walk, Cycle, Enjoy”. Broadening the scope of promotional work helped widen its appeal as some people could feel disenfranchised by the focus on cycling. The work being undertaken was also of benefit for people who did not cycle.
- Work is done with schools and cycle training was available. Some work has also been undertaken with local mosques in order to increase cycling amongst all communities.
- The most important issue was ensuring that people felt safe to cycle.
- Various means of segregating cycles from cars had been used, including kerbs, armadillos and orcas, which they had found to be better than the Cambridge kerb because they were a more flexible installation.
- It was necessary to be proactive in order to gain maximum benefit from funding opportunities. TfL preferred to award funding to boroughs who had a track record of effective delivery. It was also important to demonstrate political commitment to carry out schemes. They currently had schemes that were ready to go when suitable funding became available.
- There was also a design guide that could be given to developers and identified the next steps that were being taken. The hope was that developers would buy into the vision.
- The targeted increases in cycling that had been set had been reached ahead of

schedule. The Health Economic Assessment Tool (HEAT) had been used.

Appendix A

Participants in the Review:

Haringey Council;

Malcolm Smith, Team Leader in Transportation Planning, Planning Service

Denise Adolphe, Smarter Travel Manager (Communication and Consultation), Environment and Community Safety

Edward Richards and Peter O'Brien, Tottenham Regeneration Team, Haringey Council

Councillor Stuart McNamara, Cabinet Member for Environment

Councillor Toni Mallett, Council Cycling Champion

External;

Andrew Gilligan, Mayor's Commissioner for Cycling

Adam Coffman, Haringey Cycling Campaign

Michael Poteliakhoff, Haringey Cycling Campaign

Sarah O'Carroll, North Haringay School

Sergeant Mick Doherty, Metropolitan Police

Mark Trevethan, Principal Strategy Planner, Transport for London

Clare Rankin, Cycling and Walking Officer, Cambridge City Council

Bala Valavan, Head of Highways, London Borough of Waltham Forest

Chris Procter, Mini Holland Design Manager, London Borough of Waltham Forest

Mark Bland, Mini Holland Programme Manager, London Borough of Waltham Forest

Appendix 2: Recommendations

Recommendation from Scrutiny Review	Draft response [Agreed/Partially agreed/Not agreed]	Who and When
1. That, as part of the forthcoming Cycling and Walking Strategy, a transformational vision for cycling be developed by the Council for the borough and promoted as part of a wider "Living Streets" strategy, encompassing both walking and cycling and backed up with strong and political will	Agreed We will include a vision for cycling and walking as part of a new Transport strategy.	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning April 2017
2. That the overriding priority of the cycling content of the Council's forthcoming Cycling and Walking Strategy be to create a high quality cycle network that is, as far as possible, segregated from road traffic where speed differences between cycles and motor vehicles are large or where traffic is heavy	Agreed We will seek to provide segregated cycle facilities wherever possible. We recognise many cyclists and potential cyclists are discouraged from cycling by traffic speed and volume.	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning Ongoing
3. That, in order to promote and develop cycling in the borough further, a dedicated post of cycling officer be created, with an overarching responsibility for all aspects of the development of cycling within the borough	Not agreed We consider the development and implementation of cycling infrastructure, management of soft measures to encourage more cycling and cycling policy matters can be managed within existing staff and financial resources. We do not consider a dedicated cycling officer will add	

	value to the work already being undertaken.	
4. That quarterly meetings regarding cycling issues be scheduled between relevant officers, the Cabinet Member for Environment and Haringey Cycling Campaign and linked into meetings of the Transport Forum	The HCC will be engaged in the development of a new Transport Strategy and, as part of the review of the Transport Forum, we will ensure cycling and cyclists are properly represented in any new partnership	Cabinet Member for Environment and Team Leader, Transportation Planning November 2016
5. That the structure of the Transport Forum be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists	Agreed We will review the structure of the Transport Forum in discussion with the Cabinet Member for Environment	Cabinet Member for Environment and Team Leader, Transportation Planning November 2016
6. That the long term cycle route network for the borough and priorities within this be clearly publicised within strategy new Transport Strategy	Agreed It is intended to include a cycle route network and a prioritised action plan within a new Transport strategy	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning April 2017
7. That the long term cycle route network includes provision for a specific east-west route that crossed the borough	Agreed We have included an east-west route as a priority in the Quietway cycle route programme, funded by TfL. The previous Mayor's Cycling Commissioner supported such a route in evidence to the panel. Its implementation will depend on the availability of funding from TfL.	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning April 2017
8. That cycle infrastructure projects be piloted in the first instance wherever possible in order to	Not agreed In theory most cycling infrastructure	

<p>provide the necessary flexibility to amend them if necessary so that concerns raised by residents may be responded to effectively</p>	<p>can be put in on a temporary basis. However, we consider that with a limited budget for implementing cycling infrastructure much better value for money can be achieved by developing, consulting and implementing effective and widely supported schemes. Consultation with local residents and stakeholders is a key element of developing schemes and we seek to address resident concerns as part of this process.</p>	
<p>9. That the Council's Regeneration, Planning and Development service undertake a review of cycle pinch points to ensure that these do not compromise the safety of cyclists</p>	<p>Partially agreed We will work with Haringey Cycling Campaign to identify such locations. We will need to consider the needs of other road users and the impact of traffic speed in considering options for removing pinch points. Such a review would also need to be considered in the context of a limited budget for delivering cycling infrastructure and balanced against delivering other physical measures to support more cycling.</p>	<p>Cabinet Member for Environment and Team Leader, Transportation Planning December 2016</p>
<p>10. That the Cabinet Member for Environment be requested to confirm that the Council's policy remains that that parking on corners is prohibited and, if so, that it is enforced</p>	<p>Agreed</p>	<p>Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management</p>

		October 2016
11. That action be taken by the Regeneration, Planning and Development service to increase the number of exemptions for cyclists from one way restrictions and that these be signposted clearly and trialled in the first instance in order to ensure that they do not compromise the safety of pedestrians	Agreed Subject to funding we will look to increase the number of exemptions for cyclists to one-way roads. The impact on road safety and particularly on pedestrian safety will be monitored as part of the delivery of such schemes.	Cabinet Member for Environment and Group Manager, Sustainable Transport Ongoing
12. That the Regeneration, Planning and Development service be requested to: a) Commission a review of cycle paths within the borough where there is shared use with pedestrians; and b) Investigate methods of slowing cycles and deterring motorcycles and scooters which do not impact on cyclists using trailers, child tag-alongs and cargo cycles	Partially agreed We do not consider a general review of all shared use paths in the borough to be worthwhile. Where specific issues have been identified, we will investigate and seek to address these issues, subject to funding. Subject to funding, we will investigate options for slowing cycles and deterring motorcycles	Cabinet Member for Environment and Group Manager, Sustainable Transport December 2016
13. That an annual cycle ride around the cycling infrastructure be undertaken by relevant officers with representatives of Haringey Cycling Campaign and interested Councillors to determine any issues relating to it that require attention, particular signage and repairs	Agreed	Cabinet Member for Environment Team Leader, Transportation Planning and Group Manager, Sustainable Transport Spring/summer 2017
14. That strong support be given to a major expansion by the Council, working with Transport for London, of the amount of secure cycle parking, such as bike hangars	Agreed We will continue to install secure cycle parking including bike hangars	Cabinet Member for Environment and Group Manager, Sustainable Transport Ongoing

15. That the Environment and Community Safety service install additional bike racks where genuine demand can be demonstrated	Agreed Subject to funding, we will continue to install cycle parking facilities where demand is evident	Cabinet Member for Environment and Group Manager, Sustainable Transport Ongoing
16. That a feasibility study should be undertaken to see if secure and contained cycle parking facilities, similar to that provide by cycle hubs in Waltham Forest and part financed by a charge to users, could be established in Haringey	Partially agreed This study will need to be considered as part of the overall programme to enhance cycle facilities.	Cabinet Member for Environment and Team Leader, Transportation Planning March 2017
17. That clarification be provided on the procedure and responsibility for the removal of abandoned bicycle parts from cycle parking facilities and the timescale involved and that specific action be taken to speed up this process	Partially agreed Responsibility for removing bicycle parts falls within the remit of the Neighbourhood Action Team. Abandoned bicycles are regarded as a highway obstruction under the Highways Act 1980. NAT instructs the contractor Veolia to remove the bicycle parts within 2 working days of being reported if it is obviously abandoned. There is a requirement to issue a Statutory Notice of the intention to remove a bicycle if it looks in a good state of repair rather than just bicycle parts. This gives an owner 28 days to appeal against the notice.	Cabinet Member for Environment and Neighbourhood Action Team Ongoing
18. That Haringey Cycling Conference be made into a bi-annual event but with a wider focus, including walking and "living streets" initiatives	Not agreed Unfortunately The Council does not have sufficient staff and financial	

	resources to undertake a bi-annual event. Our resources will be targeted at delivery of cycling projects and programmes. However the Council would welcome engaging with a community group or partners to deliver such an event.	
19. That a Haringey Cycling Charter for schools should be developed as a way of building and extending the work that had been undertaken by North Haringay School and that this include cycle training and facilities	Partially agreed We acknowledge the excellent work being carried out by North Haringay school to promote the use of bicycles. We are happy to work with schools in encouraging more cycling. Subject to funding we will support more cycle training for schools and provision of cycle facilities such as parking. We will be preparing a School Charter setting out our proposals	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management March 2017
20. That further efforts be made to engage with secondary schools within the borough and include them in cycle training provided as part of the Smarter Travel programme	Agreed We will continue efforts to engage with secondary schools	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management Ongoing

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Appendix 2 - Progress update on the Scrutiny Cycling Review Recommendations

Recommendation from Scrutiny Review	Response [Agreed/Partially agreed/Not agreed]	Who and When	2017/18 update (if required)
1. That, as part of the forthcoming Cycling and Walking Strategy, a transformational vision for cycling be developed by the Council for the borough and promoted as part of a wider "Living Streets" strategy, encompassing both walking and cycling and backed up with strong and political will	Agreed We will include a vision for cycling and walking as part of a new Transport strategy.	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning April 2017	This is an important part of the vision of the new Haringey Transport Strategy which was consulted on before the new year and is being presented to Cabinet for adoption in March 2018.
2. That the overriding priority of the cycling content of the Council's forthcoming Cycling and Walking Strategy be to create a high quality cycle network that is, as far as possible, segregated from road traffic where speed differences between cycles and motor vehicles are large or where traffic is heavy	Agreed We will seek to provide segregated cycle facilities wherever possible. We recognise many cyclists and potential cyclists are discouraged from cycling by traffic speed and volume.	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning Ongoing	This is an important part of Outcome 2 and the priority in the the new Haringey Transport Strategy to make Haringey 'one of the most cycling and pedestrian friendly boroughs in London'. The draft strategy was consulted on before the new year and is being presented to Cabinet for adoption in March 2018.
3. That, in order to promote and develop cycling in the	Not agreed We consider the		

<p>borough further, a dedicated post of cycling officer be created, with an overarching responsibility for all aspects of the development of cycling within the borough</p>	<p>development and implementation of cycling infrastructure, management of soft measures to encourage more cycling and cycling policy matters can be managed within existing staff and financial resources. We do not consider a dedicated cycling officer will add value to the work already being undertaken.</p>		
<p>4. That quarterly meetings regarding cycling issues be scheduled between relevant officers, the Cabinet Member for Environment and Haringey Cycling Campaign and linked into meetings of the Transport Forum</p>	<p>The HCC will be engaged in the development of a new Transport Strategy and, as part of the review of the Transport Forum, we will ensure cycling and cyclists are properly represented in any new partnership</p>	<p>Cabinet Member for Environment and Team Leader, Transportation Planning November 2016</p>	<p>The HCC have been engaged as part of the development of the new Transport Strategy and they will continue to be a key stakeholder. The Transport Forum met in September 2016 and the next meeting is scheduled for Feb/March 2018. The Cabinet Member for Environment has met with members if the Campaign.</p>
<p>5. That the structure of the Transport Forum be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists</p>	<p>Agreed We will review the structure of the Transport Forum in discussion with the Cabinet Member for Environment</p>	<p>Cabinet Member for Environment and Team Leader, Transportation Planning November 2016</p>	<p>The Structure of the Forum was reviewed and wider involvement was sought. The last meeting was well attended by a range of different interests and we hope this will continue.</p>

<p>6. That the long term cycle route network for the borough and priorities within this be clearly publicised within strategy new Transport Strategy</p>	<p>Agreed It is intended to include a cycle route network and a prioritised action plan within a new Transport strategy</p>	<p>Cabinet Members for Environment and Planning and Team Leader, Transportation Planning April 2017</p>	<p>We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to review the cycle route network to help achieve the aims of the Strategy</p>
<p>7. That the long term cycle route network includes provision for a specific east-west route that crossed the borough</p>	<p>Agreed We have included an east-west route as a priority in the Quietway cycle route programme, funded by TfL. The previous Mayor's Cycling Commissioner supported such a route in evidence to the panel. Its implementation will depend on the availability of funding from TfL.</p>	<p>Cabinet Members for Environment and Planning and Team Leader, Transportation Planning April 2017</p>	<p>We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to review cycle routes east-west to help achieve the aims of the Strategy</p>
<p>8. That cycle infrastructure projects be piloted in the first instance wherever possible in order to provide the necessary flexibility to amend them if necessary so that concerns raised by residents may be responded to effectively</p>	<p>Not agreed In theory most cycling infrastructure can be put in on a temporary basis. However, we consider that with a limited budget for implementing cycling infrastructure much better value for money can be achieved by developing,</p>		

	consulting and implementing effective and widely supported schemes. Consultation with local residents and stakeholders is a key element of developing schemes and we seek to address resident concerns as part of this process.		
9. That the Council's Regeneration, Planning and Development service undertake a review of cycle pinch points to ensure that these do not compromise the safety of cyclists	Partially agreed We will work with Haringey Cycling Campaign to identify such locations. We will need to consider the needs of other road users and the impact of traffic speed in considering options for removing pinch points. Such a review would also need to be considered in the context of a limited budget for delivering cycling infrastructure and balanced against delivering other physical measures to support more cycling.	Cabinet Member for Environment and Team Leader, Transportation Planning December 2016	We continue to work with HCC and this will be explored as part of the walking and cycling action plan.
10. That the Cabinet Member for Environment be requested	Agreed	Cabinet Member for Environment and Ann	This remains operational practice.

<p>to confirm that the Council's policy remains that that parking on corners is prohibited and, if so, that it is enforced</p>		<p>Cunningham, Head of Traffic Management</p> <p>October 2016</p>	
<p>11. That action be taken by the Regeneration, Planning and Development service to increase the number of exemptions for cyclists from one way restrictions and that these be signposted clearly and trialled in the first instance in order to ensure that they do not compromise the safety of pedestrians</p>	<p>Agreed Subject to funding we will look to increase the number of exemptions for cyclists to one-way roads. The impact on road safety and particularly on pedestrian safety will be monitored as part of the delivery of such schemes.</p>	<p>Cabinet Member for Environment and Group Manager, Sustainable Transport</p> <p>Ongoing</p>	<p>These will continue to delivered annually from the LiP funded measures to support contra flow cycling within the limits of the available funding.</p>
<p>12. That the Regeneration, Planning and Development service be requested to:</p> <p>a) Commission a review of cycle paths within the borough where there is shared use with pedestrians; and</p> <p>b) Investigate methods of slowing cycles and deterring motorcycles and scooters which do not impact on cyclists using trailers, child tag-alongs and cargo cycles</p>	<p>Partially agreed We do not consider a general review of all shared use paths in the borough to be worthwhile. Where specific issues have been identified, we will investigate and seek to address these issues, subject to funding. Subject to funding, we will investigate options for slowing cycles and deterring motorcycles</p>	<p>Cabinet Member for Environment and Group Manager, Sustainable Transport</p> <p>December 2016</p>	<p>We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to investigate all methods to help achieve the aims of the Strategy.</p>

<p>13. That an annual cycle ride around the cycling infrastructure be undertaken by relevant officers with representatives of Haringey Cycling Campaign and interested Councillors to determine any issues relating to it that require attention, particular signage and repairs</p>	<p>Agreed</p>	<p>Cabinet Member for Environment Team Leader, Transportation Planning and Group Manager, Sustainable Transport</p> <p>Spring/summer 2017</p>	<p>Engagement with HCC is ongoing and a cycle ride is in the pipeline for the near future and will form part of the research for the walking and cycling action plan.</p>
<p>14. That strong support be given to a major expansion by the Council, working with Transport for London, of the amount of secure cycle parking, such as bike hangars</p>	<p>Agreed We will continue to install secure cycle parking including bike hangars</p>	<p>Cabinet Member for Environment and Group Manager, Sustainable Transport</p> <p>Ongoing</p>	<p>Additional bike hangars have been installed year on year.(21 in 16/17 and 14 in 17/18). It is proposed to continue this roll-out subject to continued funding.</p>
<p>15. That the Environment and Community Safety service install additional bike racks where genuine demand can be demonstrated</p>	<p>Agreed Subject to funding, we will continue to install cycle parking facilities where demand is evident</p>	<p>Cabinet Member for Environment and Group Manager, Sustainable Transport</p> <p>Ongoing</p>	<p>Additional bike racks have been installed year on year (12 in 16/17 and 11 in 17/18).). It is proposed to continue this roll-out subject to continued funding.</p>
<p>16. That a feasibility study should be undertaken to see if secure and contained cycle parking facilities, similar to that provide by cycle hubs in Waltham Forest and part financed by a charge to users, could be established in</p>	<p>Partially agreed This study will need to be considered as part of the overall programme to enhance cycle facilities.</p>	<p>Cabinet Member for Environment and Team Leader, Transportation Planning</p> <p>March 2017</p>	<p>We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to investigate all methods to help achieve the aims of the Strategy.</p>

Haringey			
17. That clarification be provided on the procedure and responsibility for the removal of abandoned bicycle parts from cycle parking facilities and the timescale involved and that specific action be taken to speed up this process	Partially agreed Responsibility for removing bicycle parts falls within the remit of the Neighbourhood Action Team. Abandoned bicycles are regarded as a highway obstruction under the Highways Act 1980. NAT instructs the contractor Veolia to remove the bicycle parts within 2 working days of being reported if it is obviously abandoned. There is a requirement to issue a Statutory Notice of the intention to remove a bicycle if it looks in a good state of repair rather than just bicycle parts. This gives an owner 28 days to appeal against the notice.	Cabinet Member for Environment and Neighbourhood Action Team Ongoing	This work is ongoing
18. That Haringey Cycling Conference be made into a bi-annual event but with a wider focus, including walking and "living streets" initiatives	Not agreed Unfortunately The Council does not have sufficient staff and financial resources to undertake a bi-annual event. Our		

	resources will be targeted at delivery of cycling projects and programmes. However the Council would welcome engaging with a community group or partners to deliver such an event.		
19. That a Haringey Cycling Charter for schools should be developed as a way of building and extending the work that had been undertaken by North Haringay School and that this include cycle training and facilities	Partially agreed We acknowledge the excellent work being carried out by North Haringay school to promote the use of bicycles. We are happy to work with schools in encouraging more cycling. Subject to funding we will support more cycle training for schools and provision of cycle facilities such as parking. We will be preparing a School Charter setting out our proposals	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management March 2017	We are doing this via the school travel plan rather than having a separate charter for the schools to sign up to they are encouraged via the travel plan to sign up to and take part in cycling initiatives. It's an active travel policy that schools are being asked to adopt – https://stars.tfl.gov.uk/explore/idea/details/73
20. That further efforts be made to engage with secondary schools within the borough and include them in cycle training provided as part of the Smarter Travel	Agreed We will continue efforts to engage with secondary schools	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management Ongoing	We have worked with our cycle training provider to engage much more with the secondary schools and we have increased the number of secondary schools that have taken up cycle training in 2016/17 and 2017/18.

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Report for: Environment and Community Scrutiny Panel

Item number:

Title: The Draft Transport Strategy – Progress update.

Report authorised by: Emma Williamson - Assistant Director – Planning

Lead Officer: Neil Goldberg – Transport Planning

Ward(s) affected: ALL

**Report for Key/
Non Key Decision:** N/A

1. Describe the issue under consideration

1.1. In October 2017, Cabinet approved the draft Transport Strategy for public consultation. The Council's growth and regeneration plans, and its targets for improving health, inequality and environmental quality, are predicated on enhancing the public transport network, reducing reliance on private vehicles, and increasing walking and cycling. The Council therefore needs to produce a new transport strategy that clearly sets out the transport objectives and priorities that will provide the context for preparing more detailed plans, policies, and bids for investment and works over the next 10 years.

1.2 A new Transport Strategy is needed to ensure clarity around the Council's strategy and priorities for managing the local transport network and to support the delivery of corporate priorities for growth and regeneration as well as improving health and environmental quality. The absence of a Strategy runs the risk of decisions about investment in transport being made in an uncoordinated manner.

1.3 Following approval by Cabinet, a six-week public consultation was carried out which closed on 22 December 2017. This report outlines the consultation carried out, a summary of the responses received and the next steps.

2. Recommendations

2.1 The Scrutiny Panel is asked to note the progress made to delivering a new Transport Strategy.

3. Reasons for decision

3.1 N/A

4. Alternative options considered

4.1 N/A

5. Background information

- 5.1 The Transport Strategy sets out the future direction for transport in the borough and describes the context and challenges we face and how, through the objectives and priorities outlined in the Strategy, we intend to address them. At the heart of the strategy is supporting growth in the Borough, improving quality of life and health and well being and working towards becoming a carbon zero borough by 2050¹. This overarching Strategy will be supplemented with a series of 'Action Plans' which will set out further details of our key programmes and priorities and actions needed to meet the vision set out in this strategy. The list of action plans are:
- Walking and Cycling Action Plan,
 - Parking Action Plan,
 - Sustainable Transport and Travel Action Plan, and
 - Local Implementation Plan (LIP).
- 5.2 The Greater London Authority Act 1999 ("the 1999 Act") requires London boroughs to produce a Local Implementation Plan (LIP), which demonstrates how each authority will deliver the Mayor's Transport Strategy (MTS).
- 5.3 Haringey's LIP 2014 - 2017 effectively forms the current Transport Strategy for the Borough. While the LIP sets out the overarching borough transport objectives and associated delivery plans, these objectives are based on TfL LIP Guidance aimed at implementing the MTS locally, rather than being Haringey-led transport objectives and priorities.
- 5.4 On June 21 2017 the Mayor of London published a draft of the MTS for public consultation. The document sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. Although the new MTS is not yet published, we have been mindful to ensure the Haringey draft Transport Strategy has considered and taken into account both the consultation draft MTS and the existing adopted MTS.
- 5.5 The draft MTS puts people's health and quality of life at the very heart of planning the city's transport, a theme we replicate locally through our draft Transport Strategy.
- 5.6 The three key themes of the new draft MTS are:
1. Healthy Streets and healthy people - Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
 2. A good public transport experience - Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.
 3. New homes and jobs - More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that

¹ the Haringey Zero-Fifty Commission recommendations 2017

The Draft Haringey Transport Strategy objectives and priorities

5.7 The overarching aim of the Strategy is to support a shift to more sustainable travel modes to help address the following transport challenges:

- **Population growth** – Haringey’s population is forecast to grow by 15% over the next 10 years, from 256,000 to 294,000, resulting in significant pressure on the existing transport network;
- **Capacity and connectivity** – despite excellent transport links, at peak times the tube, rail and buses serving the borough are very crowded, and the lack of orbital connections hinders access to employment areas outside of the CBD. Both also impact on the attractiveness of Haringey for business and leisure.
- **Congestion and competition** – there is competing demand for the available road space for different road users from vehicles, buses, parking, servicing, cycling and pedestrians. Congestion leads to longer travel times, perceptions of user safety, and environmental impacts with respect to noise and pollution;
- **Quality of the transport network** - poor quality pavements, potholes, a lack of signage or facilities, stations only accessible by stairs, and poorly laid out or confusing junctions, impact on people’s quality of experience and perceptions about safety and accessibility;
- **Air quality and noise** – road transport contributes significantly to poor air quality and pollution levels that impact on health and on climate change. The main source of ambient noise experienced by residents is from road traffic;
- **Parking pressures** – the reliance car use to access employment or services, and the growth of households with multiple cars, is having a significant impact on urban and residential amenity. There is also the perception that high levels of customer parking are needed if town centres are to attract shoppers.

5.8 Our vision for the strategy is to deliver ‘a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.’

Our vision will be achieved through four outcomes:

- a) A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- b) Active travel the default choice, with more people choosing to travel by walking or cycling
- c) An improved air quality and a reduction in carbon emissions from transport
- d) A well maintained road network that is less congested and safer

5.9 As well as the above challenges, there are also opportunities for enhancements that can help Haringey address transport issues. These include large scale investment programmes such as the four tracking of the West Anglia Main Line; signal and higher frequency services on the Metropolitan Underground; the new station at White Hart Lane; low emission bus zone for Wood Green; and signalling strong support for Crossrail 2.

- 5.10 The Transport Strategy sets out objectives to address the challenges and to maximise the benefits of the opportunities for Haringey. These objectives engage with the MTS and Haringey's own Corporate Plan objectives and priorities.
- 5.11 The Strategy intentionally does not set targets for meeting these outcomes, rather the proposed Action Plans will provide the responses to meeting the challenges and harnessing opportunities.

6 Statement of Consultation

- 6.1 In October 2017, Haringey's Cabinet considered the draft Transport Strategy and resolved to publish the document for consultation for a period of 6 weeks. The public consultation ran from 10 November 2017 until 22 December 2017.
- 6.2 Over 300 notifications were sent by email to the transport planning consultation database and the transport forum contacts list, including consultation bodies, local groups including Haringey Cycling Campaign, residents and businesses. The council also used its twitter account to notify its followers that the consultation was happening. The strategy was presented to the Haringey Transport Forum in September 2017 and targeted meetings were held with interested groups and officers at the council.
- 6.3 Three consultation exhibitions were held in the borough on 27, 28 and 29 November 2017. The events were held at the following three libraries to cover the east, west and central areas of Haringey: Marcus Garvey library, Wood Green Library and Hornsey Library. Officers were on hand at these exhibitions to present the strategy to residents and to answer any questions. These events were well attended.
- 6.4 Hard copies of the draft strategy were made available at the council's offices at both the Civic Centre and River Park House, as well as at all public libraries across the Borough. The draft strategy was also made available to view and download from the council's website, attached to a dedicated web page explaining the consultation. A dedicated mailbox was set up for responders to email and send their representations and questions to.
- 6.5 50 representations were received to the draft Strategy. These came from neighbouring authorities, resident groups, amenity groups, parents and school pupils and local residents. The majority of these comments related to bus route issues around Highgate School. Appendix A provides the table of responses and the council's proposed response to these comments. The Haringey Cycling Campaign (HCC) provided a detailed response to the draft and their comments, and the council's responses, are provided in Appendix B.
- 6.6 In summary, the strategy was strongly welcomed. There was some concern about the lack of targets in the strategy but the targets and monitoring framework will be contained in the proposed action plans.
- 6.7 The policy shift towards more sustainable modes of transport as a means of cutting congestion, reducing the reliance on the private car, tackling air quality and addressing public health and well-being, was welcomed and many

expressed an interest to see the detail emerge from the action plans. The motorcyclist community in Haringey provided a representation expressing their concern about not being mentioned. This has been rectified.

- 6.8 There were 26 responses sent from parents and pupils of Highgate School complaining about the 603 and 210 bus routes and the need to extend the operating hours of the 603 to start earlier and finish later and for the 210 frequency to be increased. We will work with Transport for London buses to identify opportunities to improve both services as a means of enabling pupils to take the bus to and from school and cut congestion from school traffic.

7 Next Steps

- 7.1 The new Transport Strategy is being presented Cabinet for adoption on 6 March 2018. Cabinet will be presented with details on the consultation, the responses received and the proposed Transport Strategy, amended to take account of the responses to the consultation. Following adoption, the Council will begin the process of preparing the Transport Strategy Action Plans.

8 Contribution to strategic outcomes

- **Priority 1 and 2** by making it easier for people to walk and cycle thereby increasing physical activity and creating healthier environments.
- **Priority 3** by making our street more safe and well maintained
- **Priority 4** by making Haringey an attractive place for business investment as well as ensuring Haringey residents are able to take advantage of wider London employment
- **Priority 5** by providing a more accessible and better connected transport system to support housing growth and provide the infrastructure to support development viability.

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Transport Strategy 2018

Draft for Public Consultation

Foreword



Transport plays a pivotal role in our daily lives. Haringey is one of London's best connected boroughs and the transport network is used by our residents and businesses, and by people from across the City and beyond –

either passing through or interchanging at a station or bus stop.

The Council's Corporate Plan sets out a vision for how we want to support a healthier and better quality of life for residents and local businesses. Delivery of this transport strategy is a key component in achieving many of the Plan's objectives. We want to greatly improve how our transport system works to support our aspirations for much needed new housing and jobs in the borough as well as promoting healthier forms of travel such as walking and cycling, thereby reducing carbon emissions and improving air quality.

Working more closely together with internal and external partners, especially London Mayor, will form a critical element to successful delivery of this strategy.

A handwritten signature in cursive script, reading "Claire Kober".

Cllr Claire Kober
Leader of the Council



Haringey is a place of great opportunity with enormous potential for growth – a growing economy, more and better housing and flourishing communities. The Council has set clear ambitions through its Corporate Plan 2015-2018 to make Haringey a better place to live, through encouraging investment and creating opportunities that all can share in.

We believe that transport has a key role to play in enabling us to achieve our wider goals for the borough:

- ➔ Enabling growth, focussed in our key growth areas, attracting investment to the borough through a more connected and accessible transport system that makes Haringey an attractive place to do business
- ➔ Improving the health and well being of our residents and enabling them to lead healthy, long and fulfilling lives, through encouraging more active travel choices
- ➔ Taking advantage of growth, and reducing inequality, through a transport system that connects residents to jobs and opportunities across the borough and in the wider region
- ➔ Connecting communities, work places, and high streets
- ➔ Managing the impact of growth, reducing carbon emissions across the borough, through promoting greener travel options
- ➔ Creating a more liveable environment where people are proud to live and work, through clean, well maintained and safe streets
- ➔ Supporting a more fair and equal borough through development of a more accessible transport system

Our vision is to deliver 'a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.'

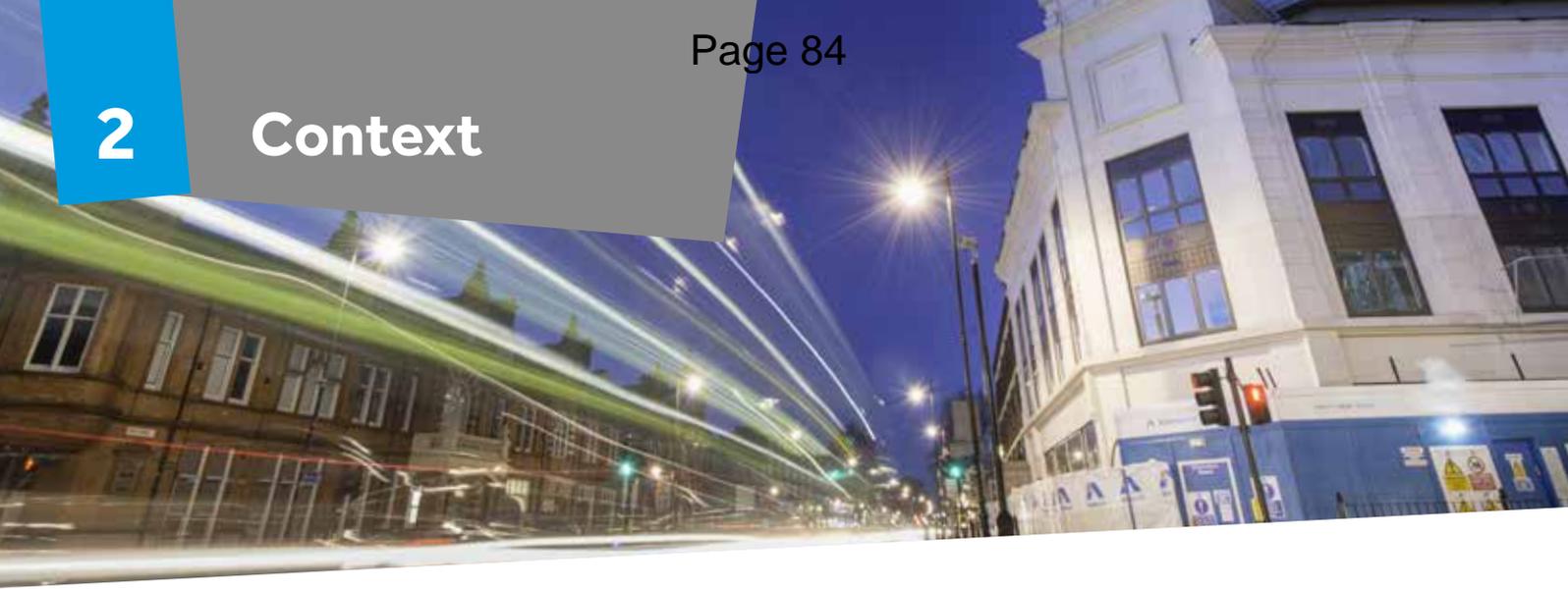
Our vision will be achieved through four outcomes:

- ➔ A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- ➔ Active travel the easier choice, with more people choosing to travel by walking or cycling
- ➔ An improved air quality and a reduction in carbon emissions from transport
- ➔ A well maintained road network that is less congested and safer

This Strategy provides the overarching high level statement of our ambitions for transport and highlights our key commitments over the next 10 years. The detailed actions of our key programmes and proposals are set out in a series of associated 'action plans' which will outline how the ambitions will be achieved. The proposed Action Plans which will follow the adoption of this strategy are:

- ➔ Walking and Cycling Action Plan,
- ➔ Parking Action Plan,
- ➔ Sustainable Transport and Travel Action Plan; and
- ➔ The Local Implementation Plan.

These Plans will outline actions and set targets to help deliver the Outcomes listed in Section 4 of this Strategy.



a) Strategic context

Haringey's transport system does not operate in isolation but is part of a wider regional and sub-regional network connecting people to jobs and services across London and beyond. Many of the transport challenges we face cross borough boundaries. The Mayor's Transport Strategy (MTS) is a statutory document developed alongside the London Plan and Economic Development Strategy. It sets out the Mayor's transport vision and describes how TfL and its partners, including the London boroughs will deliver that vision.

The Mayor has published his strategy document "A City for all Londoners" which outlines the capital's top challenges and opportunities across priority policy areas, as well as the changes that City Hall wants to deliver over the next four years.

His transport priorities include:

- ➔ reducing traffic, encouraging walking and cycling in "Healthy Streets" and by introducing more Quietways and Cycle Superhighway.
- ➔ Using transport infrastructure as a catalyst for growth such allowing higher density development near stations and in town centres.
- ➔ Better bus services to town centres are planned with more low emission buses running.
- ➔ Further devolution of rail services including the Great Northern services through Alexandra Palace.
- ➔ With greater pressure on road space from population and employment growth, innovative ways of managing this by time and purpose at different times of the day are proposed.
- ➔ Improvements to the reliability of the existing road capacity.
- ➔ Improving Air quality.
- ➔ The delivery of Crossrail 2.

- ➔ On road safety the Mayor will adopt a "Vision Zero" approach which puts reducing road danger at its centre.

On 21st June the Mayor of London published a draft of the MTS for public consultation. The document sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The draft MTS puts people's health and quality of life at the very heart of planning the city's transport, key a theme of the Haringey draft Transport Strategy vision.

The three key themes of the new draft MTS are:

- 1. Healthy Streets and healthy people** - Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
- 2. A good public transport experience** - Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.
- 3. New homes and jobs** - More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

A three month consultation has begun with the final MTS being published in the autumn 2017. This will enable the Local Implementation Plan – which details how Council will deliver the MTS at a local level - to be developed by late 2018/early 2019.

b) North London context

The North London sub-regional Transport Plan identified a number of challenges:

Challenges in every sub-region:

- ➔ Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners
- ➔ Transform the role of cycling and walking in the sub-region
- ➔ Meet CO₂ targets
- ➔ North London specific challenges:
- ➔ Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lee Valley
- ➔ Enhance connectivity and the attractiveness of orbital public transport
- ➔ Relieve crowding on the public transport network
- ➔ Improve access to key locations and jobs and services
- ➔ Manage highway congestion and make more efficient use of the road network

c) Local Context

Haringey has good radial transport links into central London by road, underground and rail. Orbital (east-west) journeys are more difficult by road and rail with only the Barking – Gospel Oak line in the south of the Borough offering rail based public transport. Most of the bus routes operating in the Borough are radial. The nature of the road network and low rail bridges provides some constraint on enhancing orbital travel. Of the 43 bus routes currently serving Haringey all but 10 are high frequency routes.

The Borough has three Underground lines (Victoria, Northern and Piccadilly) and three national rail lines (West Anglia, Great Northern and London Overground). These lines serve four underground stations [Bounds Green, Wood Green, Turnpike Lane, Highgate], nine rail stations [White Hart Lane, Bruce Grove, Northumberland Park, Bowes Park, Alexandra Palace, Hornsey, Harringay, Harringay Green Lanes, South Tottenham] and three rail/underground interchanges [Finsbury Park, Seven Sisters, Tottenham Hale]. Nearly all rail and underground stations offer interchange with local bus services while Muswell Hill is an important bus to bus interchange. Finsbury Park, Tottenham Hale and Seven Sisters/South Tottenham are identified as key strategic interchanges in the MTS.

Haringey has 351km of roads made up of 30.3km of A roads (7.4km Transport for London Road Network and



22.9km of other Principal roads), 19km B roads, 21.4km of other classified roads and 280.3km of unclassified roads. The TLRN roads are the A1

Archway Road and A10 Tottenham High Road, both running north-south in the Borough. In addition the A105 Wood Green High Road/Green Lanes, A1080 Westbury Avenue/The Roundway (west), A1010 Tottenham High Road and A1000 Great North Road are part of the Strategic Road Network.

Haringey's current population is estimated at about 256,000. By 2026 it is anticipated that the population will have increased to over 293,700, an increase of nearly 15%. 75% of the planned housing growth would be within the growth areas of Tottenham and Wood Green. Haringey has a young population with a high birth rate. The population is set to increase across all age groups with the exception of the 65-74 age group which is expected to decrease slightly as a proportion.

Linked to the increase in population is the increased need for more housing. The Mayor's London Plan sets out a requirement for Haringey to deliver more than 1500 homes a year from 2015 to 2025, almost double the previous target of 820 homes. This increase in population and housing will put considerable strain on transport and other infrastructure particularly in the growth areas of Tottenham and Wood Green.

The Haringey Challenge:

→ **Population growth** – Haringey's population is forecast to grow by 15% over the next 10 years, from 256,000 to 294,000, resulting in significant pressure on the existing transport network;

- **Capacity and connectivity** – despite excellent transport links, at peak times the tube, rail and buses serving the borough are very crowded, and the lack of orbital connections hinders access to employment areas outside of the CBD. Both also impact on the attractiveness of Haringey for business and leisure;
- **Congestion and competition** – there is competing demand for the available road space for different road users from vehicles, buses, parking, servicing, cycling and pedestrians. Congestion leads to longer travel times, perceptions of user safety, and environmental impacts with respect to noise and pollution;
- **Quality of the transport network** - poor quality pavements, potholes, a lack of signage or facilities, stations only accessible by stairs, and poorly laid out or confusing junctions, impact on people's quality of experience and perceptions about safety and accessibility;
- **Air quality and noise** – road transport contributes significantly to poor air quality and pollution levels that impact on health and on climate change. The main source of ambient noise experienced by residents is from road traffic; and
- **Parking pressures** – the reliance car use to access employment or services, and the growth of households with multiple cars, is having a significant impact on urban and residential amenity. There is also the perception that high levels of customer parking are needed if town centres are to attract shoppers.





We want 'a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.'

Where we want to be in 2026

- ➔ Haringey has a reputation for being a walking and cycling borough both regionally and nationally
- ➔ That more journeys will be taken by walking and cycling than by using a car
- ➔ That active travel will have improved the well being of our residents, reducing obesity and improving air quality
- ➔ To have a high quality accessible and wheelchair friendly public transport network meeting the needs of Haringey residents, visitors and businesses.

To achieve these outcomes we will work with key partners such as the government, GLA, TfL, private sector developers, public transport operators, Network Rail and the voluntary sector.

Our vision will be achieved through four outcomes:

Outcome 1 - A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions

Outcome 2 - Active travel the easier choice, with more people choosing to travel by walking or cycling

Outcome 3 - An improved air quality and a reduction in carbon emissions from transport

Outcome 4 - A well maintained road network that is less congested and safer

Outcome 1

A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions for the borough

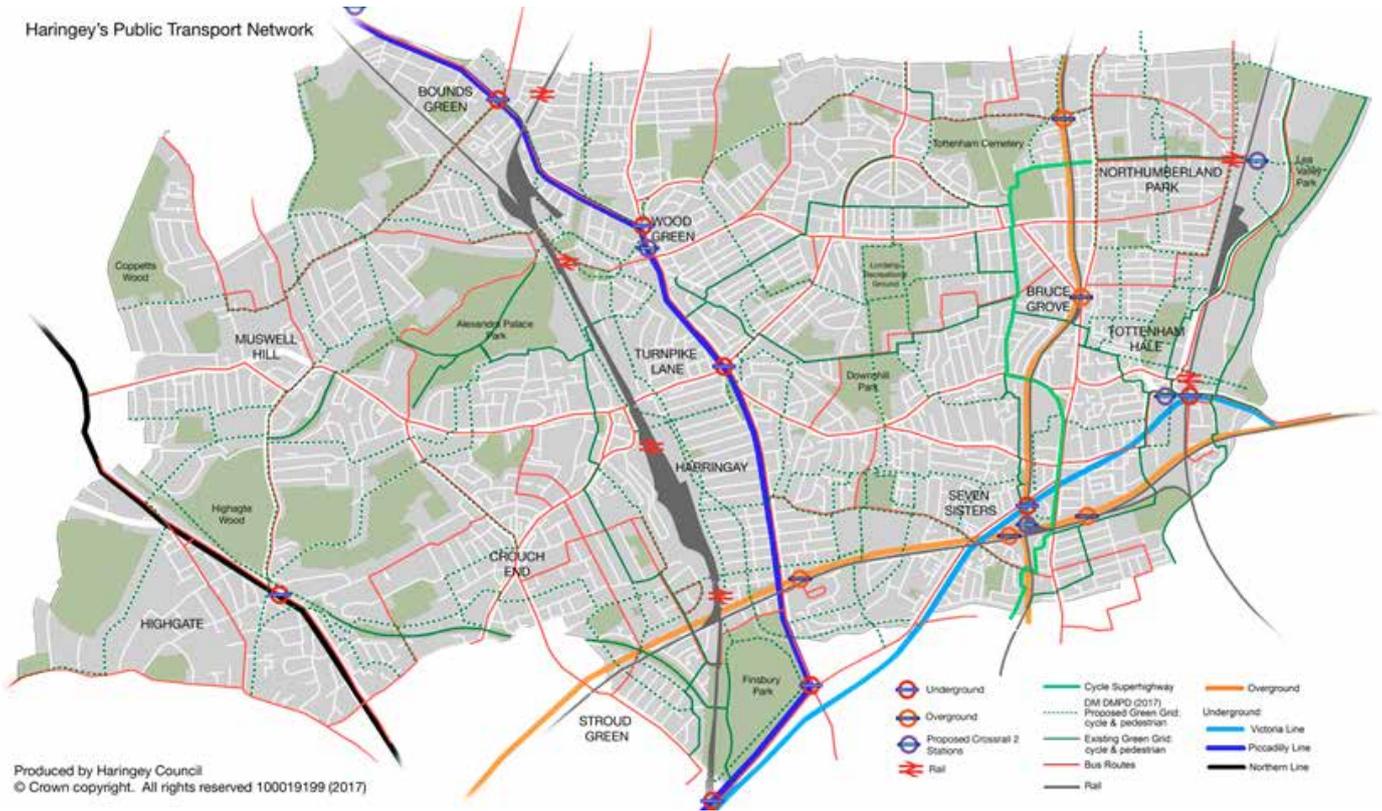
Rationale

Investment in strategic transport infrastructure is essential if Haringey and London as a whole is to meet the challenge of the predicted huge increases in population and jobs in the next decade.

We are required to deliver significant increases in jobs and particularly housing over the next 10 years. The Mayor expects Haringey to deliver at least 15,000 homes over the next 10 years. Our growth aspirations for Tottenham is planned to deliver 10,000 new homes. In Wood Green we seek to deliver a minimum of 4,600 new residential units and a minimum of 1,500 new jobs between 2016 and 2026. 5,000 extra jobs are expected to be created in the new retail development at Tottenham Hale. Overall jobs are expected to increase in Haringey by about 17,000 between 2011 and 2031.

Greater capacity is needed on the public transport network to help us to deliver our regeneration plans for the Borough.

Figure 1 below shows Haringey's public transport geography



Key facts

The public transport network is already under strain in peak periods. Both the Victoria and Piccadilly lines are very crowded from Finsbury Park towards central London. The Barking Gospel Oak line suffers from significant crowding. Similarly there is standing room only on national rail lines towards Tottenham Hale and Seven Sisters.

Priorities

- ➔ To increase connectivity, capacity and accessibility on our road and public transport networks to support our regeneration and growth ambitions for businesses, housing and jobs
- ➔ To work with partners to maximise investment in

our road and public transport networks

Delivery Plans

- ➔ 'A Plan for jobs, growth and prosperity' The Haringey Economic Development and Growth Strategy
- ➔ The Haringey Adopted Local Plan July 2017
- ➔ The Haringey Local Implementation Plan
- ➔ Walking and Cycling Action Plan,
- ➔ Parking Action Plan,
- ➔ Sustainable Transport Action Plan.



Outcome 2

Active travel the easier choice, with more people choosing to travel by walking or cycling

Rationale

Cycling and walking are an integral part of our ambitions to create a more attractive and accessible borough, contributing to improved local air quality, better access to local shops and services and a healthier local population.

By promoting these more sustainable modes of travel it can contribute to reducing the need to use motor vehicles. Although many road based journeys are not feasible on foot or by cycle, there is enormous scope for more cycling and walking in the borough.

The availability of parking and providing an alternative means of using private cars can support more walking and cycling.

Key facts

- 56% of adults, 37% of 10/11 year olds and 23% of 4/5 year olds are overweight or obese
- Over 26% of the population in Haringey are physically inactive
- 3% of journeys are by cycle and 37% by walking
- Just under 40% of vehicle movements in Haringey could be replaced by cycling

Priorities

1. 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
2. To deliver our health ambitions by:
 - promoting active travel
 - increasing the use of electric vehicles and car sharing schemes
 - reducing overall vehicle movements

Delivery Plans

- Sustainable Transport Action Plan.
- Cycling and Walking Plan
- Parking Plan
- The Haringey Health and Wellbeing Strategy 2014-2018

Outcome 3

An improved air quality and a reduction in carbon emissions from transport

Rationale

Data from the GLA shows that around 9,400 deaths in London a year are attributable to air quality related illnesses. Air pollution also impacts on the lung functions of the young and can cause birth defects. Other GLA analysis shows the health effects of air pollution fall disproportionately in the most vulnerable and deprived communities such as Tottenham. Among the top 10% of London's most deprived areas half have NO₂ levels exceeding legal limits.

It is widely recognised that CO₂ emissions contribute to global warming and climate change. Global warming is expected to lead to flash floods from heavy downpours, hotter summers with the risk of drought and water shortages, damaged ecosystems and on transport infrastructure buckled rails from heat, leading to travel delays.

Key Facts

Road transport is a major source of nitrogen dioxide [NO₂] and PM 10 emissions. 50% of NO₂ and 50% of PM10 emissions are from road transport. 10% of NO₂ emissions alone are from TfL buses. Diesel cars are responsible for 12% of NO₂ emissions. The map opposite shows the worst air quality is on the main road corridors.

In Haringey road based transport accounts for 18% of CO₂ emissions.

Priorities

- To improve air quality by pursuing projects and programmes to reduce vehicle use, particularly diesel powered vehicles
- To support alternative means of transport to motor vehicles such as through behavioural change programmes
- To reduce the need to travel by linking transport and land use planning
- To support the use of electric/hybrid vehicles

Delivery Plans

- Air Quality Action Plan
- Sustainable Transport Action Plan
- Walking and Cycling Action Plan
- Parking Action Plan
- The Haringey Local Plan adopted July 2017

Outcome 4

A well maintained road network that is less congested and safer

Rationale

Congestion is a key issue for our main road network, particularly at key hotspots such as town centres. Traffic congestion has a detrimental effect on the quality of life for many Haringey residents, contributing to health concerns arising from poor air quality and noise.

Traffic speeds are sometimes too fast in our residential and local shopping streets. This can stop more people walking and cycling and can increase the number and severity of accidents. Research shows that there will be fewer accidents, and they will be less severe, if traffic is moving at 20mph rather than 30mph or faster. Many residential areas in the Borough suffer from freight vehicles rat running along unsuitable roads, causing noise and pollution for residents.

Poor footway surfaces can deter more walking. Similarly pot holed roads are dangerous for cyclists and can cause damage to all vehicles.

Key facts

- Although the overall volume of vehicle traffic on major roads decreased by 16% between 2000 and 2014 there are delays at key junctions particularly in Tottenham and Wood Green areas

- Road user casualties are above our targets for both killed and seriously injured and for all casualties
- About a quarter of Haringey's road casualties occur on the TfL road network
- On the main road network in the morning peak traffic speeds are typically only 10mph on average with buses caught up in the slow moving traffic.

Priorities

- To maintain and enhance our road network, making it best in class in London
- To reduce road user casualties, especially among children, pedestrians, cyclists and other vulnerable road users
- To minimise the use of our back streets as 'rat runs'.
- To reduce the speed of road traffic in residential areas and shopping streets

Delivery Plans

- Highways Asset Management Plan
- Road Safety Plan
- Sustainable Transport Action Plan
- The Haringey Adopted Local Plan July 2017
- The Haringey Local Implementation Plan



4 Delivery



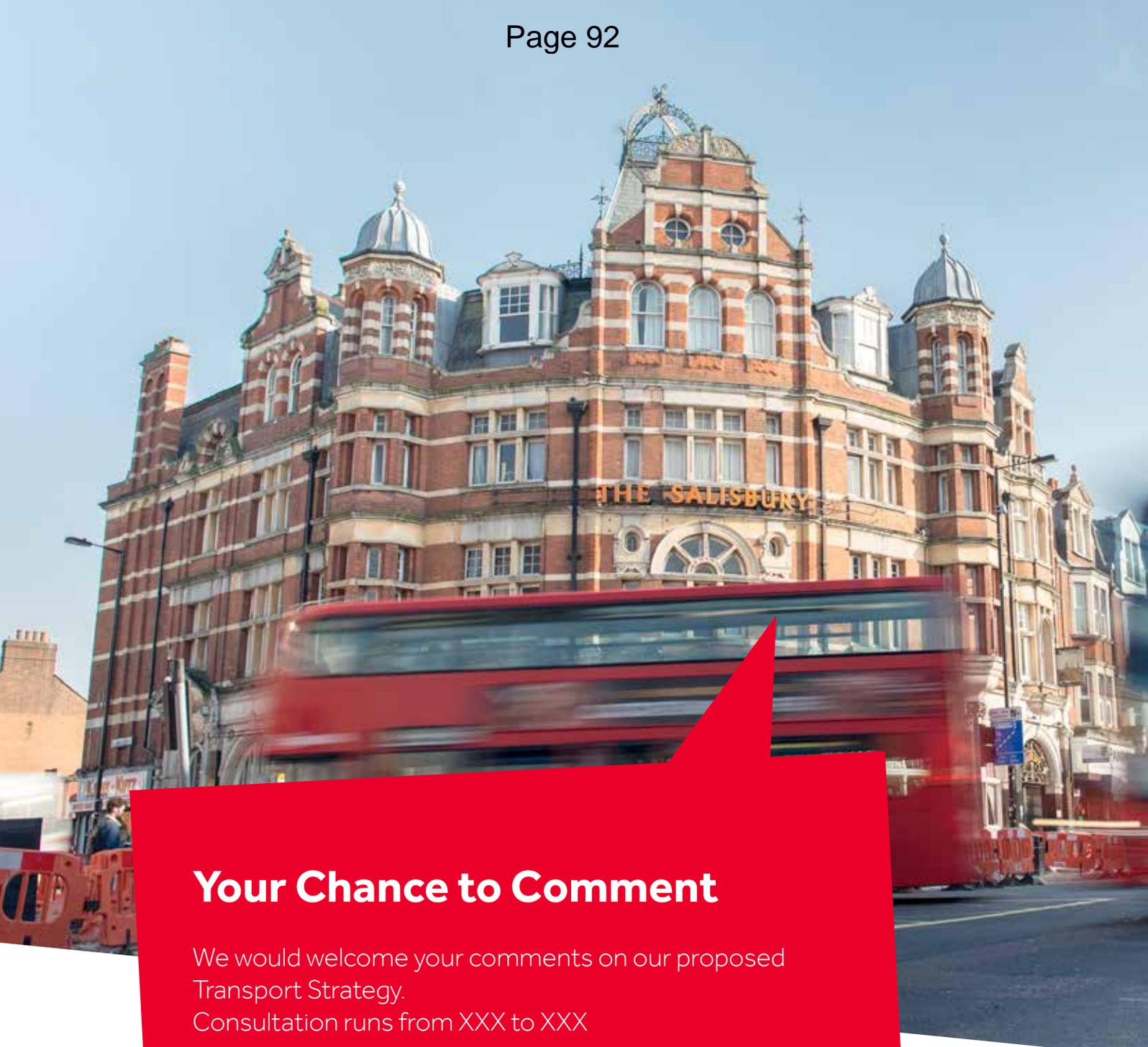
This Strategy will be delivered through the Action Plans and the Local Implementation Plan (LIP) listed in Section 1 above. This approach will allow for detailed and focused discussions and engagement on the key transport challenges facing Haringey and a mechanism for adopting tailored responses to meeting these challenges.

The Council will work collaboratively with neighbouring boroughs, TfL, the Government, infrastructure providers, stakeholders, residents and others to ensure the sustainable delivery of the Strategy outcomes.

A process of monitoring performance and reporting will be carried out to ensure delivery is on track.

The timetable for delivery

Public Consultation on the Draft Transport Strategy (6 weeks consultation)	November – December 2017
Adoption of the Transport Strategy	Winter/Spring 2018
Public Consultation on: Cycling and Walking Action Plan Parking Action Plan Sustainable Transport and Travel Action Plan	Summer 2018
Adoption of: Cycling and Walking Action Plan Parking Action Plan Sustainable Transport and Travel Action Plan	Winter 2018/19



Your Chance to Comment

We would welcome your comments on our proposed Transport Strategy.

Consultation runs from XXX to XXX

You can view the documents

- [XXX](#)
- [XXX](#)

Team Noel Park: Overview

For Environment & Community Safety
Scrutiny Panel

January 18

Team Noel Park - Overview

The Team Noel Park project was a council led initiative, run from July 2015 to March 2017. The project was a prototype for a partnership approach with the local community, built around shared ambitions to improve the local environment and tackle crime and improve community safety.

The key outcomes were:

- Noel Park is a cleaner and safer place;
- Residents are more satisfied with Noel Park as a place to live, work/trade and visit;
- Residents have more pride in the area.

Team Noel Park aimed to:

- Strengthen community capacity and ownership of issues;
- Empower the community to play a more prominent role in generating solutions to local priorities;
- Bring local people together to build a plan for the area;
- Help communities to play a role in effecting behaviour change;
- Explore the potential for co-commissioning of services.

Team Noel Park - Outcomes

The project was resourced with 1 Project Officer with further officer support from the Communications Team. Total project costs were £100K over the life of the project (20 months).

When this resource ended (March 17) the project was informally closed – formal closure will take place via a report to P3 board in February 2018.

One of the outcomes of the Team Noel Park project, was to produce a guide for Members on Community Engagement, to serve as a 'menu of options' for engagement using existing council resources.

The slides for this Menu of Options, as agreed with the former Cabinet Member for the Environment, are presented within this presentation.

Team Noel Park - Learning

Some of the key learning points from Team Noel Park were:

- Building relationships takes time – but visible action is needed from the outset
- Ward councillors were key links for initial community engagement
- Behaviour change requires norms to shift and momentum to build
- Discussions about the nature of local government are difficult
- Engaging with individuals as ‘representatives of the community’ is risky
- A genuine community voice is powerful in galvanising community action and appealing to others
- Facilitating meaningful joined-up working as part of business as usual activity needs more than senior buy-in – it requires culture change.

Team Noel Park - Results

Some initial results from Year 1 – based on Veolia satisfaction survey (baseline of 2015 compared to year 1 2016)

- Resident pride in the area fell during the TNP project period, from 66% in 2015 to 59% in 2016
- Resident satisfaction with the council fell from 56% satisfied to 36%
- Resident satisfaction with their area as a place to live was unchanged (at 73/72%)
- Residents agreement that public services are working to make their area cleaner and greener fell from 63% in 2015 to 54% in 2016;
- Resident perception of public services working to make their area safer fell from 63% to 52%.

Note: Survey sample sizes were small at 200 – and many factors will be influencing these perceptions.

Members' Guide to Working with their Communities

Menu of Options

Dec 17

Team Noel Park

The Team Noel Park project was a council led initiative, run from July 2015 – March 2017, and was resourced by 1 Project Officer with further officer support from the Communications Team.

Team Noel Park aimed to:

- Strengthen community capacity and ownership of issues;
- Empower the community to play a more prominent role in generating solutions to local priorities;
- Bring local people together to build a plan for the area;
- Help communities to play a role in effecting behaviour change;
- Explore the potential for co-commissioning of services.

This guide is intended to capture the learning from this initiative, and support Members with a 'menu of options' for working with their communities to secure local improvements.

What worked well in Noel Park

- A Steering Group consisting of the council lead (project officer), ward members, local residents and partners (including the Police and Veolia).
- Providing a link between the council and residents and helping to increase visibility of what we are doing, services available and key contacts;
- Community events such as clear-up days;
- Communication materials – which led to a 59% recognition rate of the Team Noel Park initiative amongst local residents;
- An online presence, using Social Media to highlight efforts being made locally;
- Campaigns to target local issues such as fly tipping;
- Gathering local knowledge and intelligence of issues.

Menu of Options

- The following pages offer a range of options that Members can explore when working with their communities to secure local improvements;
- The approach is based on bringing together existing available resources to secure local outcomes;
- This is based on the learning from Team Noel Park and capturing services available across the council and our partners.

Local Projects

- Community Poster Campaign – to tackle issues such as dog fouling, fly tipping or other local issues;
- Community Events – such as Give and Take days, clear out days or litter picking;
- Producing a ward newsletter or e-newsletter to foster local engagement and capture community issues;
- Hosting regular meetings with the community and partners.

Costs

The following cost estimates are from local companies and are given as a guide to help you plan the right approach for your promotion:

- 2 page A5 leaflet – £55 for design plus £100 for printing 1000 copies
- A4/A3 poster - £80 for design plus £30 for printing 100 copies
- Delivery to all homes in a ward – approx. £400.

If you have, or can build, a good network of contacts in your community, an e-newsletter is a cost-effective option for engagement.

Bringing People Together

There is likely to be a range of people in the community who are active locally – bringing them together is key to sustaining community led improvements.

- Active residents networks
- Community groups
- Neighbourhood watch groups
- Veolia village manager
- Local Police Officers
- Community / Voluntary Sector – supported by [The Bridge](#)

Ward Budgets

- Each ward has a budget of £10,000 per year which can be used locally for agreed projects.
- Ward budgets are designed to act as a catalyst to encourage resident led activities that are autonomous and self sustaining.
- Examples of where ward budgets have been used include:
 - Installing street furniture such as benches
 - Tree planting
 - Community engagement activities
- More information about ward budgets can be found [here](#)

What support can the Council offer?

-
- Use the online [Events Calendar](#) to promote your activities
 - Promotion of events and borough news on social media, in Haringey People Extra online newsletter
 - See the online guidance for [organising a community event](#) in Haringey, including how to book a local park, a library or other venue;
 - Organise a [Play Street](#) event;
 - Apply for the [Small grant scheme](#) to encourage and community activity in parks and green spaces;
 - Get to know your Veolia Village Manager and join the regular ward walkabouts for Members, Enforcement and the Waste Commissioning & Client Team.

Report for: Environment and Community Safety Scrutiny Panel – 31 January 2018

Item number:

Title: Work Programme Update

Report authorised by : Bernie Ryan, Assistant Director of Corporate Governance

Lead Officer: Robert Mack, Principal Scrutiny Officer, 0208 489 2921, rob.mack@haringey.gov.uk

Ward(s) affected: All

**Report for Key/
Non Key Decision:** N/A

1. Describe the issue under consideration

1.1 This report gives details of the proposed scrutiny work programme for the remainder of the municipal year.

2. Cabinet Member Introduction

N/A

3. Recommendations

3.1 (a) That the Panel considers its work programme, attached at **Appendix A**, and considers whether any amendments are required.

(b) That the Overview and Scrutiny Committee be asked to endorse any amendments at its next meeting.

4. Reasons for decision

4.1 The work programme for Overview and Scrutiny was agreed by the Overview and Scrutiny Committee at its meeting on 17 July 2017. Arrangements for implementing the work programme have progressed and the latest plans for the Panel are outlined in **Appendix A**.

5. Alternative options considered

5.1 The Panel could choose not to review its work programme however this could diminish knowledge of the work of Overview and Scrutiny and would fail to keep the full membership updated on any changes to the work programme.

6. Background information

- 6.1 The careful selection and prioritisation of work is essential if the scrutiny function is to be successful, add value and retain credibility. At its first meeting of the municipal year, on 13 June 2017, the Overview and Scrutiny Committee agreed a process for developing the 2017/18 scrutiny work programme.
- 6.2 Following this meeting, a number of activities took place, including various agenda planning meetings, where suggestions, including a number from members of the public, were discussed. From these discussions issues were prioritised and an indicative work programme agreed by the Overview and Scrutiny Committee in late July.
- 6.3 Whilst scrutiny panels are non-decision making bodies, i.e. work programmes must be approved by the Overview and Scrutiny Committee, this item gives the Panel an opportunity to oversee and monitor its work programme and to suggest amendments.

Forward Plan

- 6.4 Since the implementation of the Local Government Act and the introduction of the Council's Forward Plan, scrutiny members have found the Plan to be a useful tool in planning the overview and scrutiny work programme. The Forward Plan is updated each month but sets out key decisions for a 3 month period.
- 6.5 To ensure the information provided to the Panel is up to date, a copy of the most recent Forward Plan can be viewed via the link below:

<http://www.minutes.haringey.gov.uk/mgListPlans.aspx?RP=110&RD=0&J=1>

- 6.6 The Panel may want to consider the Forward Plan and discuss whether any of these items require further investigation or monitoring via scrutiny.

Recommendations, Actions and Responses

- 6.7 The issue of making, and monitoring, recommendations/actions is an important part of the scrutiny process. A verbal update on actions completed since the last meeting will be provided by the Principal Scrutiny Officer.

Contribution to strategic outcomes

- 6.8 The individual issues included within the work plan were identified following consideration by relevant Members and officers of Priority 3 of the Corporate Plan and the objectives linked. Their selection was specifically based on their potential to contribute to strategic outcomes.

7. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

Finance and Procurement

- 7.1 There are no financial implications arising from the recommendations set out in this report. Should any of the work undertaken by Overview and Scrutiny

generate recommendations with financial implications then these will be highlighted at that time.

Legal

- 7.2 There are no immediate legal implications arising from this report.
- 7.3 Under Section 21 (6) of the Local Government Act 2000, an Overview and Scrutiny Committee has the power to appoint one or more sub-committees to discharge any of its functions.
- 7.4 In accordance with the Council's Constitution, the approval of the future scrutiny work programme and the appointment of Scrutiny Panels (to assist the scrutiny function) falls within the remit of the Overview and Scrutiny Committee.
- 7.5 Scrutiny Panels are non-decision making bodies and the work programme and any subsequent reports and recommendations that each scrutiny panel produces must be approved by the Overview and Scrutiny Committee. Such reports can then be referred to Cabinet or Council under agreed protocols.

Equality

- 7.6 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
 - Advance equality of opportunity between people who share those protected characteristics and people who do not;
 - Foster good relations between people who share those characteristics and people who do not.
- 7.7 The three parts of the duty applies to the following protected characteristics: age; disability; gender reassignment; pregnancy/maternity; race; religion/faith; sex and sexual orientation. In addition, marriage and civil partnership status applies to the first part of the duty.
- 7.8 The Panel should ensure that it addresses these duties by considering them during final scoping, evidence gathering and final reporting. This should include considering and clearly stating: How policy issues impact on different groups within the community, particularly those that share the nine protected characteristics; Whether the impact on particular groups is fair and proportionate; Whether there is equality of access to service and fair representation of all groups within Haringey; Whether any positive opportunities to advance equality of opportunity and/or good relations between people, are being realised.
- 7.9 The Panel should ensure that equalities comments are based on evidence, when possible. Wherever possible this should include demographic and service

level data and evidence of residents/service-users views gathered through consultation

8. Use of Appendices

Appendix A – Work Programme

9. Local Government (Access to Information) Act 1985

- 9.1 External web links have been provided in this report. Haringey Council is not responsible for the contents or reliability of linked websites and does not necessarily endorse any views expressed within them. Listings should not be taken as an endorsement of any kind. It is your responsibility to check the terms and conditions of any other web sites you may visit. We cannot guarantee that these links will work all of the time and we have no control over the availability of the linked pages.

Environment and Community Safety Scrutiny Panel

Work Plan 2017-18

A. Projects	
1. Street sweeping	<p>As part of the savings proposals agreed as part of the Medium Term Financial Strategy for 2015-18, a reduction of £2.8 million was made in the Integrated Waste Management Contract. The frequency of street sweeping in residential roads was reduced from twice to once weekly, delivered over 5 days, as a result of this. The benefits of this universal approach were felt to be that;</p> <ul style="list-style-type: none">• There was a consistency across the borough, with all wards receiving the same level of service;• It was easy to understand and explain; and• All residents were given an equal opportunity to prevent litter being dropped. <p>It was acknowledged that there was a risk arising from this that levels of cleanliness would be reduced and the Council would not meet its target for being in the top quartile for London on street cleanliness. The service reductions were implemented at the start of January 2016. Performance declined from January to April 2016 whilst the new cleanings schedules were settling in but subsequently improved, albeit not quite up to previous levels. There were issues on Homes for Haringey estates though and the twice weekly sweep to these areas was reinstated as a result of these.</p> <p>The review will consider, within the current level of costs, the options that are available to improve outcomes and whether there might be merit in moving to a system that is more responsive to levels of need. In doing this, the review will look at:</p> <ul style="list-style-type: none">• Relevant performance data from Haringey, including resident satisfaction levels;• Volumes of rubbish collected in different parts of the borough;• Service models used by other boroughs and comparative performance levels; and• Housing estates and the work undertaken by Homes for Haringey; and• The outcome of the Team Noel Park pilot. <p>The terms of reference of the review are:</p>

	<p>“To consider and make recommendations on, within the current level of costs, the options available to improve the cleanliness of residential streets across the borough in order to achieve greater level of equality of outcome.”</p>
<p>2. Parks</p>	<p>There is widespread agreement amongst parks groups across the country that parks and open spaces across are under threat. This is due to the cumulative effects of budget cuts which have impacted severely on their resources and left many local authorities struggling to maintain sites adequately. In Haringey, £1.4 million has been taken out of the budget already, with another £1.17 million is expected to be saved / additional income generated by 2018. The number of full time parks maintenance staff has also been reduced by 50% since 2012.</p> <p>Action has been taken by the Council to mitigate the effects of budget reductions through generating income, pursuing efficiency savings, adopting less maintenance heavy horticultural approaches and working with various partners. Parks are still well used and highly regarded by residents and make an invaluable contribution to the health, well-being and quality of life of the community. During this period resident satisfaction has remained high at 84% in 2016/17 and the number of Green flag parks has risen from 15 to 22. There are nevertheless further financial challenges that will need to be addressed and concern has been expressed by park users at the possibility that these may lead to decline. Deterioration could lead to parks attracting vandalism, anti-social behaviour and crime and less attractive and accessible to residents</p> <p>The recent report by the House of Commons Select Committee on public parks addressed many of these issues. The report highlights the benefits of having a formal plan or strategy and action is being undertaken to develop one for Haringey by the service, in collaboration with Public Health. The review would aim to feed into this process</p> <p>It is proposed that the review focus on;</p> <ul style="list-style-type: none"> • Maintenance of standards and support; • The wider benefits and contributions to Corporate Plan priorities that parks make; • Potential sources of funding; and • Effective protection from inappropriate development or commercialisation.

B. "One-off" Items:	
Date of meeting	Potential Items
26 June 2017	<ul style="list-style-type: none"> • Cabinet Member Q&A - Environment; To question the Cabinet Member for Environment on current issues and plans arising for her portfolio. • Appointment of Non-Voting Co-opted Member • Work Programme for the Forthcoming Year • Waste, recycling and street cleansing data • Scrutiny Review – Fear of Crime; Final Report
12 October 2017	<ul style="list-style-type: none"> • Cabinet Member Q&A – Communities; To question the Cabinet Member for Communities on current issues and plans arising for his portfolio. • Community Safety Partnership; To invite comments from the Panel on current performance issues and priorities for the borough’s Community Safety Partnership. To include the following: <ul style="list-style-type: none"> ○ Crime Performance Statistics - Update on performance in respect of the MOPAC priority areas plus commentary on emerging issues; and ○ Statistics on hate crime. • Update on implementation of recommendations of Scrutiny Review on Community Safety in Parks

	<ul style="list-style-type: none"> • Financial Monitoring; To receive an update on the financial performance relating to Corporate Plan Priority 3.
21 December 2017	<ul style="list-style-type: none"> • Budget Scrutiny • Charges for Replacement Bins and Collection of Green Waste and Bulky Items
31 January 2018	<ul style="list-style-type: none"> • Cabinet Member Q&A - Environment; To question the Cabinet Member for Communities on current issues and plans arising for his portfolio. • Waste, recycling and street cleansing data • Team Noel Park Pilot • Transport Strategy • Update on implementation of recommendations of Scrutiny Review on Cycling
15 March 2018	<ul style="list-style-type: none"> • Cabinet Member Q&A – Communities; To question the Cabinet Member for Communities on current issues and plans arising from his portfolio.