

Report for: Environment and Community Scrutiny Panel, 28 June 2021

Title: Transport Planning Update

Report authorised by Rob Krzyszowski - Assistant Director, Planning, Building Standards & Sustainability

Lead Officer: Maurice Richards – Transport Planning Team Manager
Neil Goldberg – Transport Planning

Ward(s) affected: ALL

Report for Key/ Non Key Decision: N/A

1. Describe the issue under consideration

1.1 The Environment and Community Scrutiny Panel has asked for an update on the Council's Transport Planning programmes, including the draft Walking and Cycling Action Plan (WCAP), the Low Traffic Neighbourhood (LTN) Programme, Transport for London (TfL) funding update (post covid) and actions being taken to reduce congestion and improve east to west transport links. Each issue is addressed below.

2. Recommendations

2.1. The Scrutiny Panel is asked to note this update report.

3. Reasons for decision

3.1. N/A

4. Alternative options considered

4.1. N/A

5. Background information

5.1. Haringey is embarking on an ambitious programme to increase rates of walking, cycling and the use of public transport in the borough. In 2018 the Council adopted its Transport Strategy which set the following ambitious vision: ***'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.'*** The Strategy set out the following priorities for the Council: to reduce the reliance on the private car, increase walking and cycling, enhance the public transport network, tackle air quality and improve quality of life and wellbeing.

5.2. Since the adoption of the Strategy, Haringey declared a Climate Change Emergency in March 2019 which puts tackling climate change at the heart of all decision making in Haringey. This declaration prioritised the need to tackle climate change through our transport system by reducing car journeys and enabling more walking and cycling. The Council has also adopted the following action plans which support the delivery of the 2018 Transport Strategy and the priorities of the Climate Change Emergency: The Ultra-Low

Emissions Vehicle (ULEV) Action Plan 2019¹, the Air Quality Action Plan 2019² and the Climate Change Action Plan 2021³.

5.3. In February 2021, the Council agreed to publish its draft Walking and Cycling Action Plan (WCAP) for public consultation. The public consultation on the WCAP will begin in summer 2021. The WCAP sets the actions the Council will take over the next 10 years to enable more walking and cycling in the borough. Further details and updates on the WCAP are provided below.

5.4. Haringey's funding to support the delivery of walking and cycling measures has been historically and largely from TfL. In a 'normal' year, Haringey receives around £1.9m from TfL through the 'Local Implementation Plan' (LIP) to deliver transport schemes. Following the outbreak of Covid, the funding from TfL was re-gearred towards the Mayor of London's Streetspace Plan in response to Covid-19. We reported to Scrutiny Panel back in September 2020 on our successful bids for Streetspace Plan funding under the first tranche. Since September 2020, the Council has been awarded additional funding to engage on, develop designs for, consult and implement 3 Low Traffic Neighbourhoods (LTNs). Further details on the LTNs are provided later in the report. This funding was awarded in December 2020 under tranche two of the funding.

5.5. Longer term funding from TfL remains uncertain. Discussions between TfL and the Department for Transport over a longer-term bailout are ongoing. This uncertainty is discussed later in the report, including the steps Haringey Council has taken to secure its own capital funding to further the delivery of our walking and cycling ambitions.

5.6. The next sections will update the Panel on the following requested items:

- Draft Walking and Cycling Action Plan
- Low Traffic Neighbourhoods (LTN)
- TfL and Council capital funding update
- Actions to reduce congestion
- Improving east to west transport links
- Scrutiny Cycling Review 2016

6. Draft Walking and Cycling Action Plan (WCAP)

6.1. The WCAP supports more walking and cycling in the borough to fulfil Haringey's ambitions to have a reputation for being a walking and cycling borough both regionally and nationally. It will help drive the active travel agenda, improve the health and well-being of residents, improve the environment, and will better enable the Council to bid for, and prioritise, funding to help deliver our priorities.

6.2. The Draft WCAP was approved for public consultation by the Council in February 2021. The May elections and the rules governing the pre-election period meant the Council had to delay the consultation until after the elections. The draft WCAP will be published for public consultation in summer 2021. The exact dates are to be agreed.

6.3. The draft can be found here - <https://www.haringey.gov.uk/draftwcp>

¹ [ultra_low_electric_vehicle_action_plan_2019-2029.pdf \(haringey.gov.uk\)](#)

² [haringey_final_aqap_2019-24_signed.pdf](#)

³ https://www.haringey.gov.uk/sites/haringeygovuk/files/final_haringey_climate_change_action_plan_-_march_2021.pdf

6.4. Officers are currently working on a Communication and Engagement Plan for the WCAP which will set out the objectives, priorities, and challenges for the public consultation, including recommendations for reaching those seldom heard and ensuring the community can participate both online and offline. Covid 19 has changed how we can engage with the community. We will monitor any changes to the guidance on social distancing and where possible, introduce face to face activities into the consultation. This plan will be available for circulation prior to the launch of the public consultation.

6.5. The Council has brought forward several of the actions and projects in the emerging draft WCAP to respond to the Covid 19 pandemic. These projects include our Streetspace Plan funded projects⁴ which were presented to Scrutiny Panel in September 2020 and our LTN programme discussed later in this report.

7. Low Traffic Neighbourhoods (LTNs)

7.1. In December 2020 under tranche two of the Mayor of London's Streetspaces Fund, Haringey was awarded £860,000 to deliver three LTNs. These LTNs are:

- St Ann's
- Bruce Grove
- Bounds Green

7.2. Maps of the LTNs can be found on the Council's dedicated LTN webpage <https://www.haringey.gov.uk/low-traffic-neighbourhoods>.

7.3. Each LTN has a project programme, a communications and engagement plan, a monitoring plan which sets out how, and where, the Council will be monitoring traffic and air quality and an Equalities Impact Assessment (EqIA) on the communication and engagement plan. Officers are working on three further documents, a transport impact assessment, a business perception survey and an EqIA on the LTN consultation designs.

7.4. Since the award of funding, the Council has concluded early engagement with residents, stakeholders and councillors which included the launch of an online consultation map, public meetings, community design workshops and targeted stakeholder meetings with the emergency services, disability and access groups, schools, TfL and local business and trader partnerships. To ensure we reach those seldom heard and those without internet access, letters have been delivered by hand to all addresses in, and adjacent to, the LTN areas and we have a dedicated phone number for residents to leave voice messages and a postal address for residents to respond to the Council by writing. An analysis of the early engagement for each LTN area is available on the Council's dedicated LTN webpage: <https://www.haringey.gov.uk/low-traffic-neighbourhoods>.

7.5. The next stage of the process will be public consultation on the LTN designs which will commence in early July 2021.

7.6. We have attached a presentation (Appendix A) to this report which was presented to all Councillors at a briefing meeting on 20 May 2021 and provides more detail on the LTN process and outlines the initial design options we presented to the community between 17-28 May 2021.

7.7. There is no requirement for boroughs to monitor the direct impact of the Streetspace schemes, but TfL publish annual mode share figures to inform the borough progress. These reports can be found here: <https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports>. Going forward the Council will be monitoring the impact of

⁴ <https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/haringey-s-streetspace-plans>

Low Traffic Neighbourhoods and we are exploring opportunities to develop and install strategic hi tech cameras across the borough which capture how our streets and roads are being used. This will monitor all our walking and cycling schemes in the future.

8. TfL and Council capital funding update

8.1. On 1 May 2020 TfL announced to the boroughs that all TfL funded projects, including our annual Local Implementation Plan (LIP) allocation of £1.9m, would be suspended and boroughs would need to submit proposals to access a new funding package called 'The London Streetspace Plan'⁵. The suspension of existing funding was the result of a fall in passenger numbers and revenue during the Covid 19 pandemic lockdown period. The Streetspace Plan was funded by a settlement package to TfL from the DfT. This meant the third year of our adopted LIP 3 2019-2022 was re-prioritised to deliver the Streetspace Plan. The first two years was successfully delivered in accordance with the adopted LIP 3 which can be found here: <https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/haringey-local-implementation-plan-2019-2022-consultation>. The LIP priorities for walking and cycling have been replicated and expanded in the draft WCAP.

8.2. Haringey was successfully awarded £1.1m in the first tranche of funding last summer and in December 2020 was awarded an additional £860,000 to deliver the three LTNs in the second tranche. The Council had expected the £1.9m LIP to be reinstated for 2021/22, however TfL was unable to secure a bailout beyond 28 May 2021. On 1 June 2021 it was announced that a further funding deal had been agreed between government and TfL extending financial support to TfL to December 2021. Whilst the LIP allocation remains suspended, the funding agreement does however set aside a sum for active travel programmes to be shared between TfL and London's Boroughs. The Council is required to submit a range of information to TfL by 25 June which will inform the allocation it receives. Unlike previous funding tranches it will be a strictly competitive bidding process and is instead based on alignment with four TfL priorities which seek to enable continued delivery of important activity and the retention of core staff.

8.3. As mentioned above, funding to support the delivery of walking and cycling measures has been largely from TfL. The uncertainty of TfL funding and the ambitions of the WCAP has led to the Council also bringing forward £5.1m of its own capital from Strategic Community Infrastructure Levy (SCIL) funds to support the rollout of projects in the draft Walking and Cycling Action Plan and to support existing Streetspace Plan funded schemes.

	21/22	22/23	23/24
Council	£5.1m		
	+ other capital funding (eg schools streets, streetspace)		
TfL*	TBC by TfL but expect	TBC by TfL but expect	TBC by TfL but expect
	£1.9m (£310,000 received up to 28 th May 2021)	£1.9m	£1.9m

⁵ <https://tfl.gov.uk/travel-information/improvements-and-projects/streetspace-for-london>

9. Actions to reduce congestion

9.1. Outcome 4 of Haringey's adopted Transport Strategy 2018 states the Council will achieve 'A well maintained road network that is less congested and safer'. The Council is committed to reducing unnecessary traffic congestion and delays on our road network. The Council prioritises reducing the use of the private motorcar in favour of walking, cycling and public transport and for those who need to drive. The Council uses data from a number of sources to measure congestion and, where possible, officers work on improvements to the network to mitigate any impacts.

9.2. Our LTN programme for example will result in traffic reduction and thereby reduce congestion. LTNs designed and implemented properly, and over time, have the best chances of achieving this. It can take time for travel patterns to change and the Council will be introducing measures to alleviate traffic on adjacent roads to the LTN. Any resulting traffic in the short term reduces as drivers adjust routes and behaviours to avoid these areas or changing modes of transport. LTNs do not simply shift traffic from one place to another but lead to an overall reduction in the numbers of motor vehicles on roads. The Railton LTN⁶ in Lambeth has resulted in traffic volumes decreasing across the whole area (inside/ boundary roads) by 31%, with traffic volume decreasing within the LTN by 58%, and on boundary roads decreasing by 21%. People cycling within the LTN has increased by 51%.

9.3. The Council is also working in partnership with our transport providers, buses, trains and underground services, to improve station accessibility, increase bus reliability, capacity and frequency, and increase bus services (explained further below). This will enable more people to use the public transport network and help reduce congestion on Haringey's roads.

10. Improving east to west transport links

10.1 Cycling – The draft WCAP prioritises several new east to west cycleways including links between Tottenham and Wood Green and Crouch End and connections into our neighbouring boroughs. Officers are also working with TfL to increase cycling connections on the TfL road network which are mostly the main roads across the borough.

10.2 Buses - Haringey officers are working with TfL bus planners to increase bus services to highly desired destinations in the east and west, such as hospitals, including the Royal Free Hospital in Hampstead, as well as shopping destinations. Haringey has several important long range bus routes which officers and TfL are looking at improving reliability and services and reducing capacity pressures. This work also includes introducing bus services into the Haringey Heartlands area of Wood Green with longer range bus services reaching the east and west of the borough.

10.3 Accessibility - Haringey is working in partnership with Transport for London, Network Rail and GTR rail to introduce step free access at all the stations in the borough. Improving access will enable more residents to use these stations which are important transport interchanges from central London to central parts of Haringey and continuing journeys by other modes to the east and west of the borough.

11. Scrutiny Cycling Review 2016

11.1 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

⁶ <https://love.lambeth.gov.uk/first-monitoring-report-for-the-railton-low-traffic-neighbourhood-published/>

happier and healthier Haringey and increasing the use of cycling as a mode of transport is one of the Council's key priorities. 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. The final report was approved by Cabinet on 18 October 2016.

- 11.2 The last progress update was December 2018. Since December 2018 the adopted Transport Strategy is fully embedded in all our transport projects and policies. The Council is also rapidly moving forward its Streetspace projects. In February 2021 the Council approved for public consultation its Draft Walking and Cycling Action Plan which puts many of the review recommendations into actions and policies.

Appendices

Appendix A: Presentation on Low Traffic Neighbourhoods