

Strategic Context

The **Borough Plan**, adopted in 2018, sets out the Council's priorities for the borough. The Place Priority is for Haringey to be a place with strong, resilient and connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. Specific objectives under the Place Priority include to:

- increase the levels of physical activity across the borough
- improve air quality, especially around schools
- reduce CO2 by 40% before 2020 and begin the journey to reduce to zero by 2050
- provide safe and accessible roads, pavements and other public spaces for everyone, especially vulnerable users
- improve connectivity around the borough especially for pedestrians and cyclists

The Borough Plan places a significant focus on making Haringey a better and more equal borough with the objective to narrow the gap in outcomes for different residents and tackle the barriers that disproportionately affect the independence, health and wellbeing of some residents.

One thing which is central to the success and prosperity of the borough's residents and local businesses is Transport. Everyone, whether a bus passenger or a pedestrian, cyclist, motorcyclist, motorist, or rail user engages with Haringey's transport infrastructure every day. Making the best use of our existing assets and spending money wisely to improve sustainability, safety, ease of movement and usage is one of the important roles for the Council.

In 2018 the council adopted its first **Transport Strategy** which contains the vision: "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." This 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 default 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

In March 2019, the council declared a **Climate Emergency**. In doing so, the Council committed to developing an action plan to decarbonise the borough by the earliest date that was both ambitious but achievable. In 2021 the council adopted its **Climate**

Change Action Plan which sets out a roadmap for how the borough will become net zero-carbon by 2041. One of the six areas of focus identified in the Action Plan for reducing carbon emissions is transport. It notes that transport is the third largest source of emissions in the borough and contains an objective to reduce emissions related to road transportation by 50% by 2025, by growing public and active travel options, low-carbon transport options and infrastructure. It notes that private transport, in particular, is associated with poor air quality, noise, social isolation, and health issues within the borough.

In November 2019 the Council approved an **Air Quality Action Plan** outlining the actions the Council will take to improve air quality in the borough to 2024. It highlights that air pollution is a major issue with serious impacts on the health of the borough's communities. It notes air pollution is associated with several adverse health impacts including as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are often less affluent areas. The Action Plan notes road transport is the main source of air pollution in London and seeks to incentivise a change to cleaner transport including walking and cycling.

In February 2021 the Council approved a Draft Walking and Cycling Plan (WCAP) for public consultation. This introduces a hierarchy of modes to help deliver Haringey's sustainable transport future. To make streets safer for walking and cycling in Haringey, the following modal priority is included:

- a) Pavement users
- b) Cycling
- c) Public Transport
- d) Electric Vehicles
- e) Motor Vehicles

The development of the draft WCAP came at an important moment as it coincided with the onset of the Covid-19 pandemic. Lockdown measures led to a dramatic shift in the way lots of residents use and look at Haringey's local street networks whilst the public transport system was unable to operate at full capacity.

The draft WCAP sets out a range of schemes that will form the basis of an emerging high-quality network in Haringey making walking and cycling natural choices including School Streets and Low Traffic Neighbourhoods. In November 2020 the Council adopted a School Streets Plan setting out how it will deliver School Street schemes across the borough. A School Street is where the street outside of the entrance to a school is closed to motor vehicles

at the start and the end of the school day, creating safe public space for safer walking and cycling.