

**Scrutiny Review of Sustainable Transport
Provision (and the reduction of traffic
congestion) in Haringey**

**Scoping Report and Terms of
Reference**

September 2009

DRAFT

1. Introduction

- 1.1 A scrutiny review panel is a time limited 'task and finish' body which is established to conduct an in-depth review of an identified area of service provision. The review panel is made up of Non-Executive councillors, who report back conclusions and recommendations to the main Overview & Scrutiny Committee. In June 2009, Haringey Overview and Scrutiny Committee commissioned a review panel to conduct an in-depth review into how the authority can improve sustainable transport provision and reduce traffic congestion in the borough.
- 1.2 The following report provides a detailed scoping of issues pertaining to sustainable transport provision in the borough including the local strategic framework for the review, national, regional and local background data, an overview of current service provision and perceptions of local service provision. The report also contains the proposed terms of reference (section 8) and the planned processes through which the review may be conducted (section 9).
- 1.3 This scoping report is intended to inform discussions around the planned nature of the review and more specifically, the terms of reference which will guide the work of the panel. Once agreed by the review panel, the scoping report will be sent to the Overview & Scrutiny Committee for approval. It is anticipated that the review will commence in later September 2009 with a final report going to Overview & Scrutiny Committee in March 2010.

2. Defining sustainable transport and traffic congestion

- 2.1 Transport plays an integral role in society as it provides individuals with the mobility to make social and economic connections which form the fabric of community life. In short, transport allows individuals, and indeed communities, to access and participate in society. It is widely recognised however, that transport may not always be a benign concept, but may have a range of environmental, social and economic costs.
- 2.2 One of the most significant impacts of transport is on the environment. Not only does transport consume between 20-25% of world's energy, it is known to have considerable harmful effects through the discharge of carbon dioxide (CO₂) and other air pollutants.¹ Road transport in particular is a major contributor to localised air pollution, specifically PM₁₀ (from diesel engines) and nitrous dioxide (from petrol engines), which can have a detrimental effect on people's health.²
- 2.3 Aside from air pollution, there are other social costs attached to transport which can include road crashes, road accidents, noise pollution and a reduction in people's physical activity. Where there is a build-up of road traffic, roads may become congested which can precipitate significant

1 Transport Technologies and Policy Scenarios. World Energy Council (2007)

2 Haringey Borough Profile (haringey.gov.uk)

economic costs by delaying peoples' individual journeys and the transportation of goods and services. These environmental, social and economic impacts have precipitated moves to make transport more *sustainable*.

2.4 At this early juncture, it is important to define sustainable transport, convey the relativity of this concept and to distinguish between sustainable transport and a sustainable transport system. The term *sustainable transport* is that which describes the use of an individual mode of transport which has little or no environmental impact. That is, it must be possible to create the resources needed to build and fuel the mode of transport and to absorb the waste from its creation and use.

2.5 Within this definition, sustainable transport generally refers to cycling and, in particular, walking as these modes of transport require few resources to create and their environmental impact is negligible. The relativity of this concept should not be ignored however, for whilst walking and cycling may be the most sustainable methods of transport, other modes (e.g. rail and bus) may be more sustainable in comparison to other modes of transport (e.g. car) given the relative capacity and environmental impact of different transport modes.

2.6 It is also important to differentiate between sustainable transport and a sustainable transport system. A sustainable transport system is inevitably more holistic, which relates to broader issues around equity and affordability as well as environmental impact. A transport system can be seen as a system which:

- Meets the mobility needs of individuals, businesses and society mobility, recognises the impact on human health and the wider environment and promotes equity
- Is affordable, operates fairly and efficiently, offers a choice and supports a competitive economy
- Limits environmental emissions and waste, minimising the use renewable and non-renewable resources whilst minimizing the impact on land use and the generation of noise.³

3. Sustainable transport – an overview of national and regional data

Carbon dioxide emissions

3.1 Transport is a significant contributor to carbon dioxide emissions, gases which can contribute to climate change.⁴ In the UK, transport accounts for approximately 50% of carbon dioxide emissions, of which the single most important contributor is private car use: private car use is responsible for 55% all greenhouse gas emissions in the transport sector (**Figure 1**).⁵

3.2 Other forms of petrol and diesel vehicles such as heavy good vehicles (19%) and light goods vehicles (15%) are also significant contributors to carbon

3 (as quoted in) Williams, K Spatial Planning, Urban Form and Sustainable Transport, Gower 2005

4 Woodcock et al (2007) Energy and Transport The Lancet V:370; 9592 pp1078-1088

5 Towards a sustainable Transport System, Department of Transport, 2007.

dioxide emissions. Public transport as a whole (rail and buses) is relatively less polluting, and accounts for less than 6% of carbon dioxide emissions within the transport sector. Other common forms of transport, such as walking and cycling have a minimal impact on the environment.

3.3 Despite these environmental concerns however, and reductions recorded in other sectors, carbon dioxide emissions associated with transport have continued to rise: emissions from the transport sector rose by 47% in the period 1990-2002.⁶ In this context, there is a widespread acknowledgement that there is a need to encourage people to switch from private car use to other more sustainable modes of transport at international,⁷ national⁸ and regional policy levels.⁹

National Transport Data

3.4 Dependence on motor vehicles for transport is underscored by national transport and travel trends which demonstrate the dominance of the car as mode of transport. Data from the National Travel Survey has highlighted that: the proportion of households with access to a car has risen to 70%; that the proportion of trips undertaken by car account for 63% of all trips; and that travel by car accounts for 80% of total distance travelled.¹⁰

3.5 As a consequence of increased car usage, it is not surprising to record that this has had an impact on traffic volumes, traffic speeds and network congestion. National data indicates that: overall traffic volume has increased by 11%; that cars account for 79% of all traffic and, that the proportion of vehicles exceeding 30mph in built up areas has declined for all vehicle groups.¹¹ Although recent economic conditions would appear to have affected overall traffic volumes, this seems to have had little impact on overall vehicles flow or congestion.¹¹

3.6 Nationally, the use of public transport and other more sustainable modes of transport reveal some interesting patterns and associations. Highlights from the National Travel Survey include:

- Although **bus use** is the most common mode of public transport, just 28% of respondents use a bus at least weekly
- Although 58% of respondents **walked** for more than 20 minutes once a week, 25% indicated that they did this less than once a year or never
- Although 14% of respondents **cycled** at least once a week, this was far higher among u15s (45%) than adults (10%); cycle ownership falls from 89% among u15s to 49% among adults.¹⁰

Transport in London

3.7 Approximately 7.6 million people live and 4.7 million people work in the London region. It is estimated that currently about 30 million trips are made

6 National Statistics – Transport and the environment (statistics.gov.uk)

7 Europe at the crossroads: the need for sustainable transport. European Commission

8 Towards a sustainable Transport System, Department of Transport, 2007.

9 Mayors Transport Strategy (Statement of Intent) 2009

10 Transport Statistics Bulletin: The National Travel Survey (2008)

11 Road Statistics 2008: Traffic, speeds and Congestion - Statistical Bulletin Department of Transport

using a variety of transport methods in London each day, though with anticipated population growth, it is expected that an additional 4 million more trips will be made each day by 2025.¹² In London, not only are more people travelling, there is evidence to suggest that people are travelling further and making more complex journeys.¹³

- 3.8 Analysis of car ownership and access to a car in London is comparatively different to the rest of the UK. For in London 43% of households do not have access to a car compared to just 25% nationally, similarly just 16% of households in London have access to 2 cars compared to 32% nationally.¹⁴ This underlines the established relationship between the size of conurbation in which people live, the provision of public transport and car usage.
- 3.9 Although car ownership and access to a car maybe lower in London compared to other regions, the dominance of the car as the main mode of transport in the capital remains apparent. There is however a strong spatial variation between private car use and distance from the city centre: car use in outer London constitutes 56% of all trips, compared to 33% in inner London and just 13% in central London (**Figure 2**). Conversely, the use of both public transport and sustainable transport (walking and cycling) increases as journeys commence nearer to the city centre.
- 3.10 It is important to note the significance of outer London in terms of the spatial variation of travel, where it is recorded that 48% of all trips start and finish in outer London. It is also noted that individual trip rates are higher for people living in outer London than inner London and the distance travelled is also greater.¹³
- 3.11 Since 2000 however, there has been a substantial change in travel behaviour in London; most notably declining car usage accompanied by increased uptake of public transport. In the period 2000-2007, the proportion of journey stages made by public transport increased from 33% to 40% and an additional 7.5 billion km was travelled using public transport.¹³
- 3.12 Counter to national trends, traffic volume in London fell by 2% in the period 2000-2007. In central London in particular (due to the introduction of the congestion charge) traffic volume has fallen by 21%. The underlying the spatial relationship between traffic and geographic area is again highlighted within this data: where traffic in inner London fell by 5% and in outer London volume has remained the same. It should be noted that whilst traffic volume may have fallen, congestion across the capital as a whole has been increasing. This is borne out in the reduction of average traffic speeds by 14% at rush hour, 12% at off peak times and 9% at weekends.¹³
- 3.13 The number of cyclists on the road has increased by 91% in the period 2000-2007, however, cycling still accounts for a relatively small proportion of all trips (2%).¹³ Cycle patterns also vary widely across London: in inner London

12 Environment Report, Transport for London (2008)

13 Travel in London: key trends and developments Report No.1 Transport for London 2009

14 Transport Statistics Bulletin: The National Travel Survey (2008)

cycling accounts for 3% of all trips though in outer London the comparative figure is just 1%. There is also a wide variation in the modal share of cycling across individual London boroughs: the highest modal share is in Hackney, which is ten times greater than the borough with the lowest modal share for cycling.

- 3.14 Similar trends are seen for other sustainable methods of transport, such as walking, for whilst the absolute number of walking trips has increased across the capital, these still account for the same modal share of all trips (31%). In the period from 2005-2008, walking accounted for 36% of all trips in inner London, though in outer London this was just 28%. There is a strong relationship between distance travelled and walking as the main mode of transport in London: whilst 82% of all trips under 0.5km were made on foot, this fell to just 29% for trips between 0.5km and 2.0km.¹⁵

4. National Policy Framework

- 4.1 There are a number of strands to the legislative and policy framework which supports the development of sustainable transport. These can be seen as a number of policy drivers which include: climate change, managing the transport network and delivering sustainable transport.

Climate Change/ Air Quality

- 4.2 The UK is a signatory to the **1997 Kyoto Agreement** which aims to secure a worldwide reduction in greenhouse gases. Nationally the government has agreed to reduce greenhouse gas emissions by 60% (from 1990 levels) by 2050, which is over and above the minimum requirement of the Kyoto agreement.

- 4.3 The **Greater London Assembly Act (1999)** ensures that there is a legal obligation for the Mayor to have regard for climate change and to actively address the both its causes and consequences. It is noted however, that the Mayor's commitment of reducing greenhouse gas emissions exceeds the national target, by aiming to reduce carbon dioxide emissions in the capital 60% by 2025.¹⁶

- 4.4 Under the **GLA Act (1999)**, the Mayor is also required to publish a Statement on the Environment Report every four years. The Act states that the Mayor's State of the Environment Report must include information on air quality, air emissions and particular emissions from road traffic, road traffic levels or energy consumption and the emission of substances which contribute to climate change. The **Transport Act (2000)** also requires Local Authorities to provide a local transport plan which considers national climate change objectives

Managing the Transport Network

- 4.5 There is also legislation which places a responsibility on Local Authorities to manage local transport networks. Under the **Traffic Management Act (2004)**

¹⁵Walking in London, Transport for London (2008)

¹⁶ Environment Report, Transport fro London, (2008)

Local Authorities have a *new network management duty* in which they are required to proactively manage of the national and local road network in their area. Similarly, the **Transport Act (2008)** provides Local Authorities with greater powers to tackle congestion and improve local transport provision.

Sustainable transport

- 4.6 More specific guidance for sustainable transport provision is provided through national policy documents ***Towards a Sustainable Transport Strategy (2007)*** and its implementation plan, ***Delivering a Sustainable Transport Strategy (2008)***. The former was published in response to the Stern Review¹⁷ and the Eddington Study¹⁸ and provides a national framework for local and regional transport authorities to guide planning and delivery of more sustainable transport programmes.
- 4.7 The strategy highlights five goals which should underpin sustainable transport developments, which include:
- Support national competitiveness and growth – reliability, connectivity and resilience of the network are key objectives
 - Tackle climate change – reduce greenhouse gas emissions, carbon dioxide and other harmful pollutants
 - Improve safety, security and health – reducing the risk of death or injury from transport and promoting modes of transport which are beneficial to health
 - Promote greater equality of opportunity – ensure participation for a fairer society
 - Improve quality of life and promote a healthy natural environment
- 4.8 The strategy fully acknowledges that there will be tensions between the stated commitments, particularly those that support growth and the need to tackle climate change. The strategy is adamant that where such tensions exist (i.e. new infrastructure and impact on the environment), full and proper planning can overcome the majority of obstacles.
- 4.9 The importance of planning and land use in developing sustainable transport options has been recognised through the issuing of nationally planning guidance. **Planning Policy Guidance 13: Transport** recognises that planning can shape the nature, level, density and pattern of developments which may influence travel and patterns and behaviour. The guidance stipulates that there needs to be greater integration of planning and transport as national, regional and local levels, especially through:
- more sustainable choices for moving people and freight
 - Promoting accessibility of jobs and leisure via public transport, walking and cycling
 - Developing measures that reduce the need to travel (especially by car).

5. Regional context

¹⁷ The Stern Review was to assess the nature of the economic challenges of climate change and how they can be met, both in the UK and globally.

¹⁸ The Eddington study was to examine the links between transport and the UK's economic productivity, growth and stability, within the context of the UK's commitment to sustainable development.

5.1 Under Greater London Assembly Act (1999), responsibility for London's transport system was transferred to the Mayor of London. Whilst the Mayor retains strategic control, day to day management of the transport system rests with Transport for London (TfL). It is also the duty of the Mayor to produce an overarching plan for London (The London Plan) and a specific transport strategy, where implementation of the latter is delegated to TfL.

London Plan (2004)

5.2 This is the overarching plan for spatial development across London which covers all areas including economic growth, housing and transport. The London Plan should guide and inform all subsequent strategies from the Mayor's Office and other development plans in Local Authorities (i.e. Core Strategies).

5.3 There are four sections within the London Plan which are of relevance to the scrutiny review of sustainable transport. These commit the Mayorality and its strategic partner to:

- **Develop sustainable transport (3C.3)** - encourage shifts to more sustainable modes; undertake appropriate demand management measures; promote greater use of low carbon technologies; improve public transport between local suburban town centres
- **Improving conditions for walking (3C.21)** - ensure that safe, convenient, accessible and direct pedestrian access from new developments to public transport nodes; undertake walking audits to ensure that existing pedestrian infrastructure is suitable; plan for improving the safety and security of the pedestrian environment; to identify, complete and promote high quality walking routes including the six strategic walking routes
- **Improving conditions for cycling (3C.22)** - identify and implement high quality, direct, cycling routes; identify, complete and promote the London Cycle Network Plus; encourage provision of sufficient, secure cycle parking facilities, encourage and improve safety for cycling.
- **Tackling congestion and reducing traffic (3C.17)** - reduce weekday traffic by 15 per cent in central London where congestion charging applies; achieve zero growth across the rest of inner London; reduce growth in outer London by a third, and seek zero growth in outer London town centres.

5.4 The London Plan also establishes **5 radial sub regions** which will have transport planning functions. The aim of these regions is to develop more localised cooperation in the planning of larger cross border transport initiatives. The five areas are north, north west, north east, south east and south west. Haringey is located in the north sub region along with LB of Enfield, Barnet, Camden, Islington, Hackney and Westminster.

5.5 At this juncture, it should be noted that the Mayor has established an Outer London Commission to investigate how outer London region can contribute to London's development. Initial findings stress the importance of sub regional development and of orbital movement in outer London. It is likely that the

findings of the commission will be influential in reshaping the London Plan and subsequent drafts of the Mayors Transport Strategy.

Mayors Transport Strategy (2009)

5.6 The new Mayor is in the process of producing a new transport strategy for London for which an initial public consultation has already taken place. A strategic overview of the development of the new Mayors Transport Strategy is detailed below, where it is noted that a finalised strategy is not expected until March 2010.

- Way to Go - initial public consultation (November 2008)
- Statement of Intent - draft Mayors Transport Strategy (May 2009)
- Public consultation on draft strategy (Sep 2009)
- Final Mayors Transport Strategy (spring 2010)

5.7 The Statement of Intent provides an initial framework for developing the new Mayors Transport Strategy. This highlights key challenges that face London's transport system and outlines a number of potential policy proposals. The strategy proposes 5 high level outcomes for London's transport system which includes:

- **Economic development and growth** – supporting population and employment growth, the need for sub-regional development, delivering efficient and effective transport system.
- **Improved quality of life** – journey experience, improve the built environment, improve air quality, reduce impact of noise, connect communities and promote health.
- **Improved safety and security** – essential to remove perceived barriers, particularly in use of more sustainable methods of transport such as walking and cycling.
- **Improved transport opportunities for all** – poor networks can exacerbate deprivation by reducing opportunities for economic, educational or social development.
- **Tackle climate change** - to reduce emissions by 60% from 1990 levels where ground transport emissions account for 22% of emissions.

5.8 In respect of sustainable transport provision the Statement of Intent makes a number of high profile commitments which include:

- **Improving passenger information:** fleet wide introduction of iBus technology (next station announcer, countdown etc)
- **Improving uptake of cycling:** develop London cycle hire scheme, develop 12 cycle superhighways, increase bike security and prioritising of bikes on high volume routes.
- **Improving uptake of walking:** establish key walking routes with boroughs, make crossings easier, conduct street audits and provide better information.
- **Improving uptake of electric vehicles:** 25,000 charging points by 2015, fleet conversion, 100% discount from congestion charge.

5.9 The publication of the Statement of Intent has attracted considerable comment from key regional stakeholders and interest groups including the Greater London Assembly, London Councils, Living Streets and Campaign for

Better Transport. Analysis of these responses has highlighted a number of broad similarities in respect of sustainable transport which can be summarised as thus:

- There is insufficient commitment to encourage a shift to more sustainable methods of transport^{19, 20, 21}
- The development of cycle superhighways will increase cycle traffic in to the centre of London when 70% of the potential increase for cycling is in outer London¹⁹
- There should be more emphasis on smarter travel initiatives and those which encourage behavioural change¹⁹
- There is not enough emphasis on improving the pedestrian environment to encourage walking
- There needs to be further recognition of the benefits of active travel (walking and cycling) and how these can support other strategies and priorities (i.e. well being)
- There is a needs to be greater focus on developing more localised travel plans and sustainable travel solutions²².

Local Implementation Plans (LIP)

- 5.10 The process through which implementation of the Mayors Transport Strategy is achieved at the borough level is through the production of Local Implementation Plans (LIP). Under the Greater London Authority Act (1999) each London borough must produce a LIP, which details how it intends to put the Mayors Transport Strategy in to effect. The LIP must be consistent with the aims and objectives of the Mayors Transport Strategy and reflect local priorities established within local Sustainable Community Strategies. The publication of the new Mayors Transport Strategy triggers the development of new LIPs.
- 5.11 The nature and content of the LIP is largely determined by guidance issued through TfL. Under the Traffic Management Act (2004), boroughs have a network management duty to all road users and pedestrians, and thus must consult with relevant local agencies and interest groups in preparation of the LIP. Boroughs are also required to conduct a Strategic Environmental Assessment (SEA) and Equalities Impact Assessment of proposals detailed within the LIP.
- 5.12 There are a number of planned reforms to the LIP for 2010/2011 and the funding streams which underpin it, these are designed to reduce bureaucracy, increase local flexibility as to how funds are spent and provide greater certainty of future funding. Most significantly, the current 21 funding streams will be simplified to 5 broader programmes: maintenance (road renewal), corridors (e.g. bus priority, cycle network), neighbourhoods (e.g. 20mph zones, regeneration) smarter travel (e.g. travel plans, travel awareness) and major schemes (e.g. station access, town centres). Full details of the new funding streams are contained in **Table 1**.

¹⁹ Greater London Assembly, response to Mayors Transport Strategy, 2009

²⁰ Living Streets, response to Mayors Transport Strategy, 2009

²¹ London Councils, response to Mayors Transport Strategy, 2009

²² Campaign for Better Transport, response to Mayors Transport Strategy, 2009

- 5.13 In addition to simplified funding arrangements, each borough will be allocated £100k to spend as they choose, a greater proportion of funding will notified in advance to bring greater certainty and there will no longer be a requirement to produce an annual progress report. In this context, boroughs will have greater discretion as to how they use funding provided by TfL and to determine how local spending plans will meet local needs (so long as these conform to the Mayors overarching Transport Strategy).
- 5.14 Approximately £160m is allocated through the LIP each year by TfL. Analysis of funding provided to Haringey through the LIP from 2004/5-2009/2010 demonstrates that absolute funding has ranged from £3.4m to £5.4m with the overall share of funding varying from 2.5-3.9% of the total allocation to London boroughs (**Figure 3**).
- 5.15 The funding allocation to through the new formula to Haringey for 2010/2011 is £2.807m. A more detailed list of the funding allocation in accordance with the five new funding streams is given below:

Corridor funding	£1.341m
Neighbourhood funding	£1.068m
Smarter travel	£0.268m
Local choice	£0.100m
Total	£2.807m

6. Transport in Haringey

6.1 The following section provides more localised data about the nature of transport in Haringey and in particular, an overview of current sustainable transport provision. The following sections also present data from public consultations about transport related issues which have been collected from local residents.

Transport infrastructure

6.2 Haringey has good radial transport networks for road, rail and tube, though transport networks are less developed running across the borough (east to west). The borough is served by 6 tube stations on three tube lines (Northern, Piccadilly and Victoria). Approximately 40 bus routes run through Haringey, of which all but 7 are high frequency routes. One overland rail line runs across the borough (Barking-Gospel Oak line) which has three stations.

6.3 Data from TfL indicates that there has been considerable investment in local transport through the LIP since 2003/4 to a total of £29.3m including: £4.4m for road renewal, £3.1m for bridge works; £2.8m for local safety schemes. In addition, there has been increased frequency on 20 of the boroughs bus routes and 7 of the boroughs night bus routes; there is planned capacity

increases on the Northern line (20% by 2012), Piccadilly line (25% by 2014) and Victoria line (19% by 2013).²³

- 6.4 According to the 2001 census, 46% of households do not have access to a car, though there are wide variations across and within the borough: in the west of borough household access to car/van is above 80% whereas in the east this falls to below 40%. More recent data (2008) suggests that there are wide variations to car accessibility within the borough: households in Noel Park ward are twice as likely to not have access to a car than those in Alexander ward; and in three wards over 20% of households have access to two to four cars (**Figure 4a, 4b & 4c**).
- 6.5 Air Quality indicators suggest particulate matter 10 (PM10) from petrol diesel engines and nitrous dioxide NO2 (from petrol engines) are problematic within the borough. High levels of these air pollutants are found adjacent to main road arteries (especially in Tottenham Hale). In 2005, Haringey emitted 1118 kilo tonnes of CO2, of which 290 kilo tonnes (26%) were attributable to transport usage. Haringey is the fifth lowest London borough in terms of per capita emissions (tonnes per capita) and the eleventh lowest of road transport emissions in London.²⁴

Sustainable Transport

- 6.6 Data on the share of modes of transport used for journeys starting in Haringey reflect the spatial patterns established earlier: the further journeys originate outside of the city centre the greater reliance on private car usage. Further detail finds that car usage for journeys originating in Haringey accounts for 31% of trips which is significantly lower than the outer London average (51%) but slightly higher than the inner London average (27%). Both bus (20%) and underground (12%) usage is higher for journeys originating in Haringey than either the inner or outer London average for these different modes. The full modal share of trips made in Haringey in comparison to inner and outer London boroughs is contained in **Figure 5**.
- 6.7 Haringey has the third lowest number of people that **walk** to work and the third highest number of people that travel to work by public transport. Furthermore, just under 1/3 (31%) of all trips in Haringey are on foot, which is equal to those trips made by car. In Haringey, 97% of walking trips are less than 3km, though 48% of journeys made by car are also less than 3km: this highlights the potential to switch to more sustainable modes in Haringey.
- 6.8 Haringey performs less for cycling than its statistical neighbours: the proportion of people who have cycled for more than 30 minutes within a 4 week period was 10.2% in Haringey, lower than Southwark 13.4%, Hackney 14.8% and Lambeth 16.2%. (**ref**)
- 6.9 A summary of some of the recent developments in sustainable transport provision is given below:

23 Key investment in Haringey 2009/10 Transport for London 2009

24 Haringey borough profile (haringey.gov.uk)

- Greenways- linking green-spaces across the borough (i.e. Finsbury Park, Lea Valley)
- Haringey is part of the London Cycle Network and is delivering a programme of cycle improvements (advanced stop lines, on street cycle parking)
- Car club scheme (with Streetcar) now has 27 vehicles at 14 on street locations
- Travel plans – all schools have an approved travel plan
- Workplace travel planning - being undertaken by the North London sector
- 20MPH zones – focus has been in the east of the borough in respect of local safety issues
- Home Zones – two small areas exist in Linden road (West Green) and Tower Gardens (north Tottenham).

How important is travel and sustainable transport issues to local people?

6.10 A number of consultations have been undertaken with local residents which provide some insight in to local perceptions of transport, traffic congestion and sustainable transport issues. This section of the report highlights key findings to emerge from these consultations which may guide and inform the scrutiny review process.

The Place Survey

6.11 The Place Survey is a national survey which is used to support assessments of local public services. The survey has been developed by the Department of Communities and Local Government and provides data for 25 national indicators which are informed by citizens' views and perspectives. The survey was conducted in 2008/09 and completed by approximately 1,900 people resident in Haringey.

6.12 The survey sought to ascertain what issues are of most concern to local people and, those issues which need most improvement locally. The top three issues of concern to local people were the level of crime (66%), clean streets (52%) and public transport (42%). Traffic congestion was cited to be of most concern to 17% of respondents, whilst both road & pavement repairs and the level of pollution was named by 13% as an issue of most concern (**Figure 6**).

6.13 When considering those issues which need most improvement, the top three issues cited by respondents were clean streets (43%), the level of crime (42%) and traffic congestion (38%). Road and pavement repairs (36%) also figured prominently among issues which respondents felt needed most improvement. Interestingly, whilst public transport was a significant local concern (42%), far fewer respondents (12%) felt this needed most improvement (**Figure 7**).

6.14 The above data is useful as it provides an indicator of the comparative priority of transport related issues against other community concerns. Also, by mapping those issues which are of most concern against those which need most improvement; this indicates that clean streets and the level of crime are significant priorities over and above other issues (**Figure 8**). It is noted that

traffic congestion and public transport also figure prominently in this same assessment.

- 6.15 The Place Survey also assesses more specific perceptions of local transport services including use and satisfaction of local transport information and, use and satisfaction of local bus services. This data demonstrates that 50% of respondents have used local travel information services at least monthly (**Figure 9**), and that most (57%) are satisfied with this service (**Figure 10**).
- 6.16 Similar assessments are made of local bus services, in which the reliance on local bus services is revealed; 44% of respondents used the bus service daily and 73% use the bus service at least weekly (**Figure 11**). Just 4% of respondents have not used the local bus service. Over $\frac{3}{4}$ (77%) of respondents were broadly satisfied with local bus service provision (**Figure 12**).
- 6.17 Sustainability issues are also tested within the Place Survey through a broad assessment relating to local public services working to make Haringey greener and cleaner. Here, 71% of respondents agreed that local services were working to make Haringey greener and cleaner to some extent (53%) or a great deal (18%) (**Figure 13**).

Road to Improvement consultation

- 6.18 A consultation specifically on transport issues was conducted among local residents by the Council in 2007. This sought to ascertain local transport priorities which were to be funded through the Highways Improvement Plan. Almost 3,500 responses (via website and postcards) were received to this consultation which was conducted between June and September 2007.
- 6.19 This consultation concluded that road (43%) and pavement (41%) repairs were the top priorities for transport improvement among local residents (**Figure 14**). Efforts to improve traffic congestion in the borough was also seen as local priority, especially measures to improve bus route congestion (27%) and traffic congestion pinch points (24%). Sustainable transport issues also figured highly in local residents priorities for improvement including more cycle pathways (26%) efforts to improve walking facilities such as pedestrian crossings (22%) and other road safety improvements (19%).
- 6.20 The consultation revealed broad geographic variances for different sustainable transport priorities: demand for cycling pathways was highest in Harringay, Stroud Green, Hornsey, Muswell Hill and St Ann's wards. Bus route congestion was a high priority issue in Harringay, Muswell Hill, Noel Park, St Ann's, Tottenham Hale and West Green wards. Traffic congestion pinch points were seen as a particular priority in Seven Sisters, Crouch End and Alexandra wards.

National Highways and Transport – Public Satisfaction Survey

- 6.21 This is a an assessment of public satisfaction with transport issues which was conducted among 77 local authorities, including Haringey and seven other London boroughs (Hackney, Islington, Lambeth, Redbridge, Tower Hamlets,

and RBKC & Waltham Forest,). The survey measures public satisfaction with transport accessibility, public transport provision, walking and cycling. The survey was conducted in the summer of 2009 and is anticipated provide useful benchmarking data to demonstrate the comparative performance of the LB Haringey. The sustainable transport service is expected to publish this data in the autumn of 2009.

7. Local Strategic Framework

7.1 The provision of sustainable transport and the reduction of traffic congestion both figure prominently in a number of key strategies and policy documents within Haringey. From this documentation, it is possible to identify a number of areas where the review may potentially contribute to help support local policy objectives and achieve local targets.

Sustainable Community Strategy (2007-2016)

7.2 The Sustainable Community Strategy (SCS) is the overarching plan of the Haringey Strategic Partnership which details how the Council and its partners will tackle broad community wide issues. The SCS is based on a wide community consultation process and provides a ten year vision for Haringey. Key priorities embedded within the SCS include the need for local action to tackle climate change and ensure that Haringey has an 'environmentally sustainable future'.²⁵

7.3 The SCS acknowledges that encouraging the use of more sustainable forms of transport, such cycling and walking, will be an important factor to help achieve these priorities. In addition to improving the transport infrastructure and local transport services, the SCS contains an explicit commitment to promote sustainable transport through improving local bus routes, extending cycle lane provision and promoting on street car-clubs.

Local Area Agreement (2007-2010)

7.4 The Local Area Agreement (LAA) sets out a range of targets for the Council and its partners in delivering the key priorities and objectives of the SCS. There are 80 indicators in Haringey which are made up of statutory (n=16), national (n=35) and local (n=16) targets.

7.5 **Table 2** demonstrates that there are three targets within the LAA which, directly or indirectly, could be affected by improved sustainable transport provision. It should be noted that some of these targets (such as access to services via public transport) are still being developed with external agencies.²⁶

Council Plan (2009/2010)

7.6 The Council Plan details the Council's own priorities and commitments within the SCS. The Council Plan for 2009/10 reaffirms the Council's commitment to making Haringey one of the greenest boroughs; working to reduce

²⁵ Haringey's Sustainable Community Strategy. Haringey Strategic Partnership

²⁶ NI 175 (Access to services and facilities by public transport) is being developed by Transport for London.

environmental impact of services and promoting greater sustainability in the way local resources are used.

- 7.7 Promoting sustainable transport and reducing traffic congestion are given as two key priorities within the Council plan to help make Haringey one of the greenest boroughs. Planned actions for 2009/10 include the development of the Transport Strategy, activities to extend the travel awareness programme and further work to develop school and work place travel plans. A summary of key actions to promote sustainable transport and reduce traffic congestion are contained in **Table 3**.

Greenest Borough Strategy (2008-2018)

- 7.8 This is a strategy of the Haringey Strategic Partnership which sets out local priorities and actions to tackle climate change, protect the natural environment and develop more sustainable approaches to the use of local resources. There are 7 priorities within the strategy:

- Improving the urban environment
- Protecting the natural environment
- Managing environmental resources efficiently
- Raising awareness and involvement
- Leading by example
- Ensuring sustainable design and construction
- Promoting sustainable travel

- 7.9 Of particular interest to this scrutiny review is priority 6: the promotion of sustainable travel. To help achieve this priority, the strategy identifies four key objectives (a more detailed description of these objectives and component actions is provided in **Table 4**):

- Reduce car and lorry travel in the borough
- Improve public and community transport
- Encourage more people to walk and cycle
- Reduce the environmental impact of transport

- 7.10 It is noted that the strategy concludes that in order for the borough to meet a 60% target for carbon reduction, it will be necessary to deliver initiatives that promote behavioural change to encourage a modal shift from car usage to more sustainable methods of transport.

Core Strategy (2011-2026)

- 7.11 The planning principles laid out within the Core Strategy are aligned to the Sustainable Community Strategy and provide the overarching planning guide for development and land use within Haringey. The Core Strategy details 12 policy proposals which describe how the borough will manage issues of housing, climate change, transport, employment, leisure, retail, open space, and design up until 2026. Public consultation on this document was recently completed (June 2009).

- 7.12 In relation to transport (or movement as it is specified in this document) the proposed planning policy guidelines indicates that these should support economic regeneration, improve security, reduce car dependency, combat

climate change and improve environmental quality. To do this the Council will:

- Promote public transport, cycling and walking
- Integrate transport planning and land use planning to reduce the need to travel
- Promote improvements to public transport interchanges
- Locate trip generating developments (i.e. supermarkets) in locations with good public transport
- Support measure to influence behavioral change.

Comprehensive Area Assessment (2009)

7.13 Comprehensive Area Assessment (CAA) is the new process in which local public services are assessed. The emphasis of assessments within the CAA process is on broad public perceptions of the quality of life in an area rather than on the nature and quality of services provided. As part of the assessment process, the local strategic partnership is required to submit an annual self assessment of its performance against agreed local priorities.

7.14 It is envisaged that there will be two-way relationship between the CAA and overview and scrutiny, where local in-depth scrutiny reviews may provide evidence for the completion of the local self assessments, while the CAA may assist local scrutiny committees identify and prioritise issues to investigate. The current self-assessment has highlighted that one of the key challenges for Haringey is to meet a local target of 0% traffic growth and encourage more sustainable methods of travel (as also specified in the London Plan).

Local Implementation Plan (2006)

7.15 Each London borough produces a Local Implementation Plan (LIP) to demonstrate how their local transport plans and programme will contribute to the implementation of key priorities set out by the Mayor and reflect the transport needs and aspirations of local people. The current Local Implementation Plan in Haringey was prepared in 2006, which is supplemented by annual funding submissions to TfL. The current funding application through the LIP has been agreed as set out in 5.15.

8. Terms of reference (aims and objectives)

8.1 The terms of reference fulfil a number of functions for the review through: providing purpose and structure to the review process; helping to develop a common understanding of the scope of the review among stakeholders, and; creating a framework around which future decisions are made. The terms of reference are also critical in establishing the questions that the review will seek to address and that appropriate methods to be used to collect the necessary data.

Potential contribution of the scrutiny review

8.2 Analysis of the strategic framework for the review has already established that the provision of sustainable transport is a key local priority which figures prominently in local strategies and policy documents (**see 7**). Furthermore, local survey data has demonstrated that transport issues resonate strongly

among local people, particularly around the environmental impact of traffic congestion, access to public transport and the broader climate change agenda. This would infer that scrutiny process may assist in meeting local strategic objectives *and* the expectations of local people.

8.3 The Mayors Transport Strategy statement of intent was published in the spring of 2009 with the final strategy due to be published in the autumn of this year. As a result of the new mayoral strategy, London Authorities will be required to develop a new Local Implementation Plan (see 5.10-5.15). Although guidance is currently being prepared, Local Authorities will be expected to begin formal strategy preparation in March 2010. In this context, the scrutiny review can be seen to be timely, as the review process may help to inform strategy development process and influence commitments to sustainable transport provision contained within the final local strategy.

8.4 As has been described earlier, the CAA is the new process through which local public services will be assessed. Given the interrelationship between scrutiny reviews and the CAA self assessment process, it will be important that this review assists this process through providing appropriate evidence. In addition to providing evidence on local priorities (sustainable travel), the CAA has also developed a framework which will guide scrutiny review assessment processes (**Table 5**).

The focus on sustainable travel and behavioural change

8.5 The precise wording from Overview & Scrutiny Committee in respect of this review was to assess: *what actions are being taken / considered to encourage sustainable travel and to reduce traffic congestion?* It is suggested that the promotion of sustainable travel initiatives and reduction of traffic congestion are inextricably linked, thus for brevity, the Panel may wish to consider that the review (in titular form at least) focuses on sustainable transport provision.

8.6 Given the scope and range of sustainable transport issues, it is evident that the panel should consider a tighter focus for the review to that prescribed by Overview & Scrutiny Committee. In preparing the background data for this report, it is evident that there is a growing body of evidence to suggest that the many successful interventions to encourage greater uptake of sustainable travel have been underpinned by models of behavioural change (e.g. social marketing, population segmentation). This has been reflected in the following proposal for the aim and objectives of this review.

Aim of the review

8.7 It is proposed that the review has the following overarching aim:

'To to ascertain how the use of sustainable methods of transport may be increased and traffic congestion reduced within Haringey.'

Review objectives:

8.8 Within the overall aim of the review, it is proposed that there are a number of component objectives. It is proposed that the review consider the following objectives:

1. Describe and assess the nature and level of traffic congestion and current sustainable transport provision in Haringey.
2. Consider the effectiveness of current sustainable transport service provision in relation to meeting local strategic and policy objectives (i.e. Sustainable Community Strategy, Greenest Borough Strategy).
3. Assess whether sustainable transport service provision achieves value for money through ascertaining whether: costs are commensurate with performance, outcomes and delivery and compare well against other boroughs.
4. Assess the role of behavioural change models in encouraging greater uptake of sustainable transport in Haringey and their potential contribution to local objectives and policy commitments.
5. Review how partnerships and collaborations can support local policy objectives for promoting sustainable travel, particularly in relation to developing local programmes that support a behavioural change approach.
6. Examine how the development of sustainable travel initiatives (and particularly those of utilise behavioural change approaches) impact on local equalities issues.
7. Evaluate policy, performance and practice data from other London boroughs (and sustainable travel towns) to identify good practice and improved ways of working to promote further use of sustainable transport options in Haringey.
8. To assess how sustainable transport policies link to other Council strategies and consider how sustainable travel may contribute to policies and programmes within the broader Haringey Strategic Partnership (i.e. active travel and well being agenda).
9. Ensure that the scrutiny review process contributes to the development of the Local Implementation Plan and that subsequent conclusions recommendations and conclusions guide and inform commitments to sustainable transport provision contained within this local strategy.
10. Ensure that the scrutiny review process generates relevant evidence that will contribute to ongoing assessments made within the Comprehensive Area Assessment.

9.0 Review Methods

Review Panel

- 9.1 A review panel of four backbench Members has been convened to conduct the scrutiny review. Members of the review panel have been confirmed as Cllr Beacham, Cllr Mallet (Chair), Cllr Santry & Cllr Weber.

Panel Meetings

- 9.2 The review will use a range of investigative methods to ensure that Members have access to the necessary evidence to assist them in their assessment of sustainable transport provision in Haringey. A series of panel meetings will be held to approve the aims of the review, to receive oral and written evidence, oversee project progression and formulate conclusions and recommendations. Panel meetings will occur at approximately four week intervals (or as agreed by the panel).

- 9.3 It is proposed that approximately 5 panel meetings will be held from September 2009 through to January 2010. In addition to meetings to initiate and conclude the review, it is anticipated that panel meetings will focus on particular themes or topics to inform the data gathering process. It is suggested that four evidence sessions be held to consider the following issues:

- How can sustainable travel contribute to local strategies and priorities?
- How do national and regional policies shape local sustainable transport plans?
- What can be learnt from the experience of other London boroughs or sustainable travel towns?
- What are the aspirations and priorities for sustainable transport of local community groups and residents?

- 9.4 A number of key informants have been identified and approached to participate within the review including Haringey Council Officers, representatives from Transport for London and Department of Transport. A plan of the proposed meeting structure, including possible informants to the review process, is contained in **Table 6**.

Assessing internal and external data sources

- 9.5 A range of information from a variety sources will be used to help meet the review objectives. The review will assess the implications for sustainable transport of key local strategies such as the Sustainable Community Strategy, Greenest Borough Strategy, Council Plan and the Core Strategy. In addition, the sustainable transport service will provide financial, operational and evaluative data to assist panel members in their deliberations of sustainable transport issues.

- 9.6 The review will aim to draw on external research, policies and other service data where this is felt to assist to review process. Comparative data from other boroughs may also be used to help panel members identify good practice, benchmark local sustainable transport service provision and identify local priorities for service improvement.

Visits to other Local Authorities

9.7 It is proposed that panel members undertake a number of planned visits to gain a practical insight in to sustainable travel initiatives in other Local Authorities. From a London perspective there are a number of possible options including the London Borough of Sutton (Smarter Travel borough), London Borough of Islington (the recent recipient of national sustainable travel award) or London Borough of Southwark (for developments made to improve walking).

9.8 The panel may also wish to consider visiting the one of the sustainable travel demonstration towns. Peterborough being the nearest, has confirmed that this is possible, and would welcome a visit by Panel members. Transport initiatives developed in these towns have been in operation since 2004, have been systematically evaluated and shown to be effective in reducing car usage and developing uptake of more sustainable modes of travel. All visits will be organised at the direction of panel Members and in consultation with the respective services and authorities involved.

Background briefing reports

9.9 It is proposed that background briefing reports on relevant meeting topics will be prepared and circulated to the panel before each meeting. It is hoped that this these themed reports will assist the panel in their deliberations on particular aspects for the review. It is planned that background briefing reports will coincide with planned evidence sessions and focus on the following themes:

- Sustainable transport - national and regional data
- Using behavioural change to support sustainable travel
- Evidence other boroughs/ sustainable transport demonstration towns
- Local evidence for sustainable transport provision

Community / Public Involvement

9.10 Community and public involvement is an integral part of the scrutiny process through helping to maintain local accountability. All scrutiny meetings are held in public at which, at the discretion of the Chair, local residents and community groups may also participate. To facilitate local community participation, it is proposed that a number of the planned panel meetings are held at different community venues across the borough.

9.11 It facilitate further community involvement, it is proposed that one panel meeting will be held to coincide with the newly established Haringey Transport Forum, a consultative group made up of local community groups and local residents. This will provide a further opportunity for local community group representatives and local residents to discuss sustainable transport issues with the panel.

Independent Expert Advice

9.12 The Panel may wish to consider if their work would be assisted by the provision of independent expert advice which could “add value” to the review through:

- Giving evidence to the Panel
- Impartially evaluating current practice, providing advice on successful approaches and strategies that are being employed elsewhere
- Suggesting possible lines of inquiry
- Commenting on the final report and, in particular, the feasibility of draft recommendations.

Timescale

- 9.13 The effectiveness of the review in influencing sustainable transport provision within the local transport policy will, to some extent, be dependent on the timing of the final report. In order to maximise the influence of the review, it is suggested that the review aims to finish its work by February/March 2010 to coincide with the drafting of the new Local Implementation Plan (the local transport strategy).
- 9.14 An outline of projected milestones and timescales for the review is detailed in **Table 7**, which proposed completion dates for the scoping report (September 2009), review visits (December 2009) and panel meetings (February 2010). This is a preliminary guide to the work of the panel, and is subject to discussion and agreement of planned review objectives (set out in 8.0).

10. Equalities and community cohesion issues

- 10.1 Access to safe and reliable forms of transport is central to an individual's perception of mobility and their subsequent ability to access services and to participate in the communities in which people live. Particular consideration should be given to equalities groups, who may have specific transport needs or face particular barriers in accessing transport services or individual modes of transport.
- 10.2 As part of the LIP preparation process, the Local Authority is required to undertake widespread consultation within the community, and conduct an Equalities Impact Assessment of the proposals contained within it.

Appendix A – Tables

Table 1 – Proposed funding stream changes to the Local Implementation Plan

Current Programme	Borough Proposals for 2010/2011
Bridge strengthening & Assessment	Maintenance Continue to allocate on the basis of the condition survey information
Principal Road Renewal	
Bus priority	Corridors Change to formula and allocate over 3 years
Bus Stop Accessibility	
London Cycle Network Plus	
Cycling - local	
Walking	
Local safety schemes	
20mph Zones	Neighbourhoods Change to formula and allocate over 3 years
Freight	
Regeneration	
Environment	
Accessibility	
Controlled Parking Zones	
School Travel Plans	Smarter Travel Change to formula and allocate over three years
Travel Awareness	
Education, Training & Publicity	
Workplace Travel Plans	
Station Access	Major Schemes Continue to use step process but only for schemes over £1m
Streets for People	
Town Centres	

Table 2 – Local Area Agreement (2007/10) - Relevant Targets

Target	Sustainable Community Strategy Priority	Baseline	Target		
			08/09	09/10	10/11
NI 175 – Access to services and facilities by public transport (and other specified modes)	Environmentally sustainable future	TBC	TBC	TBC	TBC
R186 – Per capita CO2 emissions in the LA area.	Environmentally sustainable future	4.9 tonnes per cap (2005)	-3.6% (0.18 tonnes per capita)	-7.4% (0.36 tonnes per capita)	-11% (0.54 tonnes per capita)
NI 119 – Self reported measure of people overall health and well being.	Healthier people with a better quality of life	80%		80%	80%

Table 3 – Council Plan (2009/10) - Key priorities

Outcome	Key actions	National Indicator
Promoting safe and sustainable travel	<ul style="list-style-type: none"> ▪ Develop Transport Strategy ▪ Deliver Sustainable Transport Works Plan 	<p>47: People killed or seriously injured in road traffic accidents</p> <p>48: Children killed or seriously injured in road traffic accidents (6% 2009/2010)</p>
Reduce traffic congestion	<ul style="list-style-type: none"> ▪ Travel awareness programme: Walk to Work Week, Bike Week, Green Fair, Car Free Day ▪ Develop more individual packages for schools based on school travel plans 	<p>175: Access to services and facilities by public transport, walking and cycling (TfL indicator, no data as yet).</p> <p>176: Working age people with access to employment by public transport (TfL indicator, no data as yet).</p> <p>198: Children travelling to school by car: primary and secondary 18% and 4.7% (2009/10)</p>

Table 4 – Greenest Borough Strategy (2008/18) – Priority 6 Sustainable Transport

Objectives	Key actions	National Indicators/ measures
Reduce car and lorry travel in the borough	<ul style="list-style-type: none"> ▪ Increase bays for car clubs ▪ Promote car clubs ▪ Establish freight partnership to help local businesses reduce ▪ Events to promote alternatives to the car 	<p>NI47: People killed or seriously injured in road traffic accidents</p> <p>NI 48: Children killed or seriously injured in road traffic accidents (6% 2009/2010)</p>
Improve public and community transport	<ul style="list-style-type: none"> ▪ Work with TfL to encourage modal shift ▪ Work with schools to improve safety and encourage more walking and cycling ▪ Improve bus routes (esp. east /west) ▪ Further develop community transport 	<p>NI 167: Congestion average time per mil during morning peak</p> <p>NI 175: Access to services and facilities by public transport, walking and cycling (TfL indicator, no data as yet).</p> <p>NI 176: Working age people with access to employment by public transport (TfL indicator, no data as yet).</p>
Encourage more people to walk and cycle	<ul style="list-style-type: none"> ▪ Develop greenways to encourage walking and cycling ▪ Improve footways ▪ Complete London Cycle Network plus routes ▪ Expand 20mph and Homezones ▪ Improve secure cycle parking 	<p>NI 198: Children travelling to school by car: primary and secondary 18% and 4.7% (2009/10)</p> <p>Reduction of staff travelling to work by car (%)</p>
Reduce the environmental impact of transport	<ul style="list-style-type: none"> ▪ Feasibility study for on street electrical charging points ▪ Encourage use of cleaner fuels 	<p>No. of new developments with green travel plans</p> <p>No. of 20mph zones</p> <p>Modal shift from car (%)</p>

Table 5 - Ways in which Overview and Scrutiny can provide evidence to assist the Comprehensive Area Assessment process.

To provide positive evidence to the assessment process, it is essential that in each scrutiny review the following issues are addressed:

- How has the community been involved/ consulted on the service provision?
- What is provided?
- Why and for what purpose?
- Does it fulfil its purpose if not why not?
- Is it cost- effective, i.e. does what is provided offer value for money?
- Are there any gaps or duplications in service provision?
- Are there any other improvements that could be made?
- What are the prospects for future improvement?

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Table 6 – Proposed structure of review meetings

Meeting	Aims	Possible Invitees
Meeting 1 29th September 2009	Initiation of the review <ul style="list-style-type: none"> ▪ Current sustainable transport provision. ▪ Receive scoping report and terms of reference ▪ Confirm review aims & objectives ▪ Appoint Independent Adviser? ▪ Agree dates of future meetings 	Joan Hancox, Head of Sustainable Transport, London Borough of Haringey
Meeting 2 TBC October 200	Evidence Session 1 Strategic framework for the review: how can sustainable transport contribute to other strategies and policies? <ul style="list-style-type: none"> ▪ Executive ▪ Greenest Borough Strategy ▪ The core strategy ▪ NHS initiatives 	<ul style="list-style-type: none"> ▪ Lead Member for Environment? ▪ Group Manager, Planning Policy? ▪ Programme Manager, Better Haringey? ▪ NHS Haringey** ▪ Independent adviser
Meeting 3 TBC November 2009	Evidence session 2 National and regional developments in sustainable transport/ travel? <ul style="list-style-type: none"> ▪ The Mayors Transport Strategy ▪ Future Local Implementation Plans (LIP) 	<ul style="list-style-type: none"> ▪ Sustainable Travel Unit, Dept. of Transport* ▪ Head of Core Delivery, Smarter Travel Transport for London* ▪ Greenways Manager, Sustrans* ▪ London Coordinator, Campaign for Better Transport*
Meeting 4 TBC December 2009	Evidence session 3 Assessing the evidence from other Local Authorities? <ul style="list-style-type: none"> ▪ What's happening in London? ▪ What can be learnt from Sustainable Travel Towns? 	<ul style="list-style-type: none"> ▪ Sutton Smarter Travel** ▪ LB Islington** ▪ Evidence/ visit Peterborough City Council?* ▪ LB Southwark **
Meeting 5 TBC January 2010	Evidence session 4 What are the local priorities for the development of sustainable travel? What would local residents, community groups and voluntary sector want to see developed?	<ul style="list-style-type: none"> ▪ London Travelwatch** ▪ Living Streets* ▪ Meeting to be held to coincide with Haringey Transport Forum* ▪ Other local residents groups**
Meeting 6 TBC	Formulation of conclusions and recommendations <ul style="list-style-type: none"> ▪ Collate evidence from review ▪ Consider draft report 	

* Confirmed ** Awaiting confirmation

Table 7 - Estimated project timeline

	July 09	Aug.	Sept	Oct.	Nov.	Dec.	Jan. 10	Feb.	Mar.	Apr.
Scoping										
Meetings			1	2	3	4	5	6		
Visits										
Reporting										
Scrutiny Committee										
Cabinet										

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Appendix B - Charts

Figure 1 - National contribution of greenhouse gas emissions from domestic transport use (Towards a sustainable Transport System, DT, 2007).

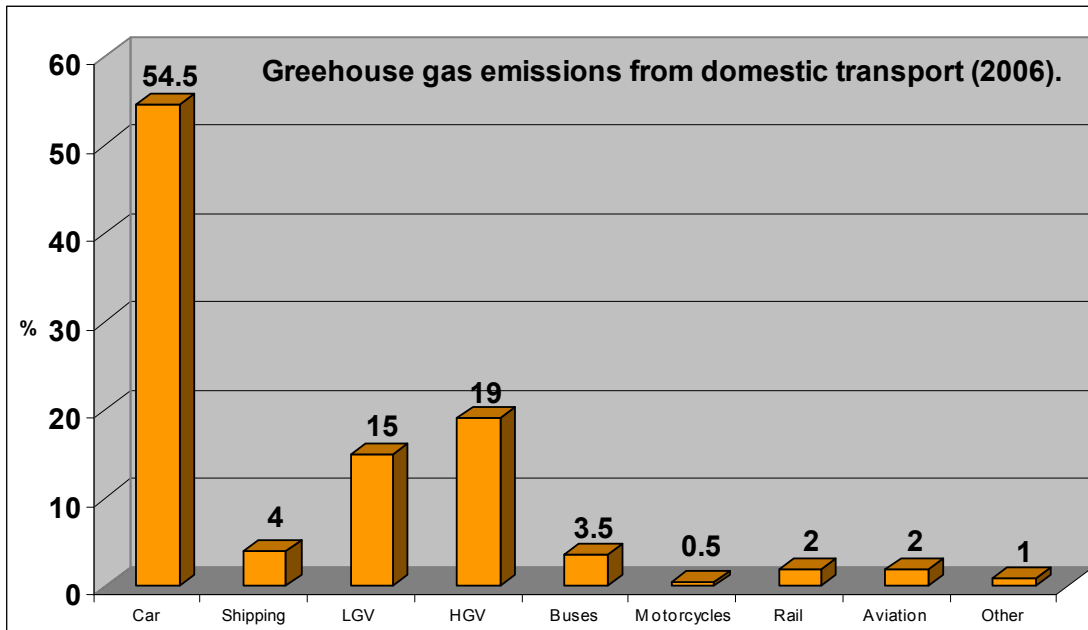


Figure 2 – Mode of transport across London regions (2008) (source: tfl.gov.uk)

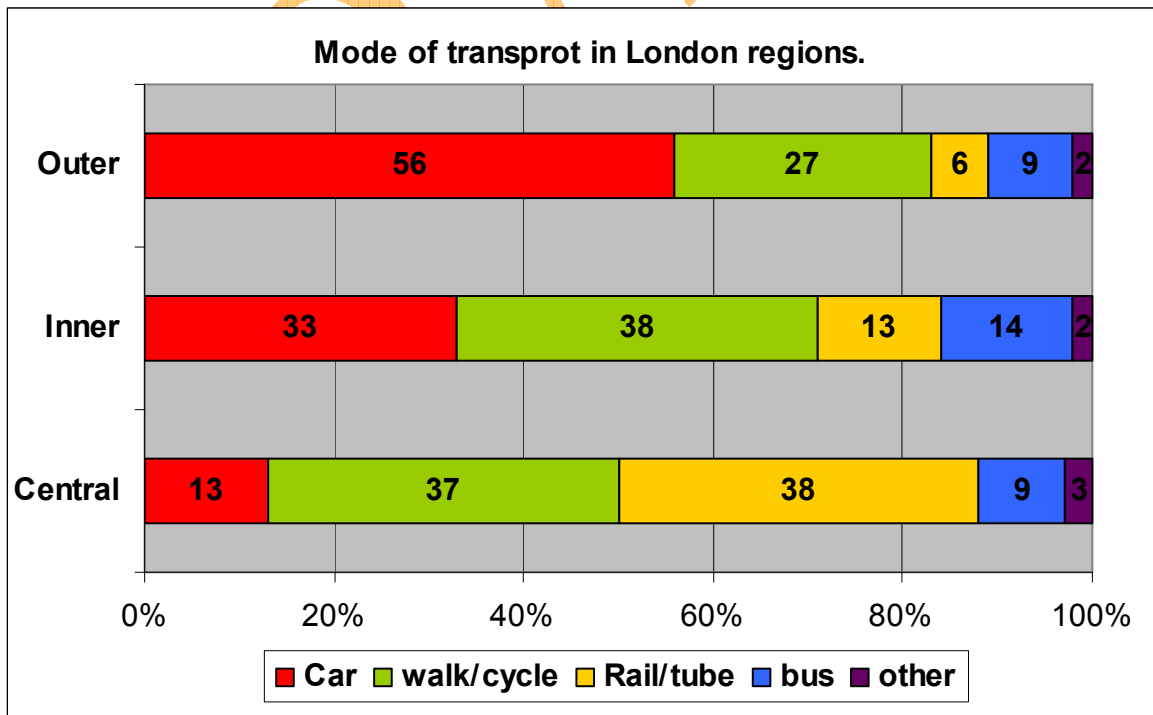


Figure 3 – Haringey Local Implementation funding 2004/5 – 2010/11

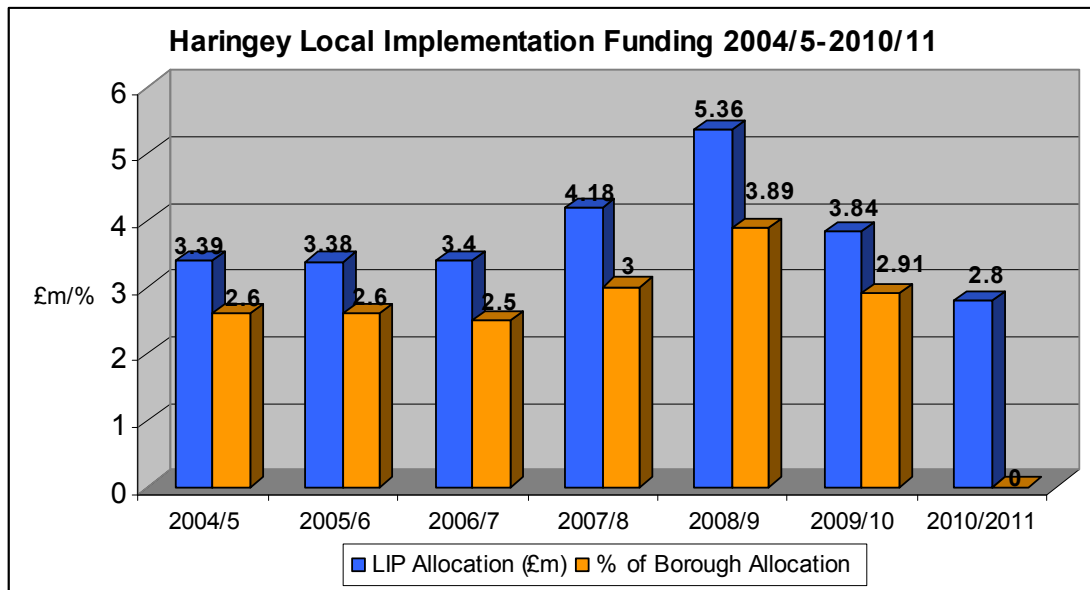


Figure 4a, 4b & 4c – Access to a car (0,1 and 2 cars) by Haringey LA ward (2008)

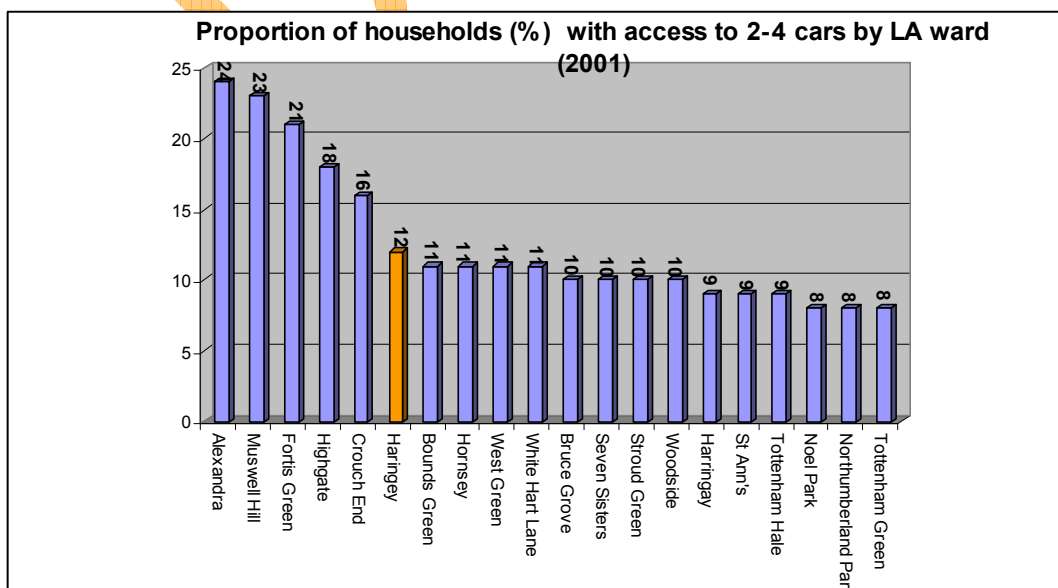
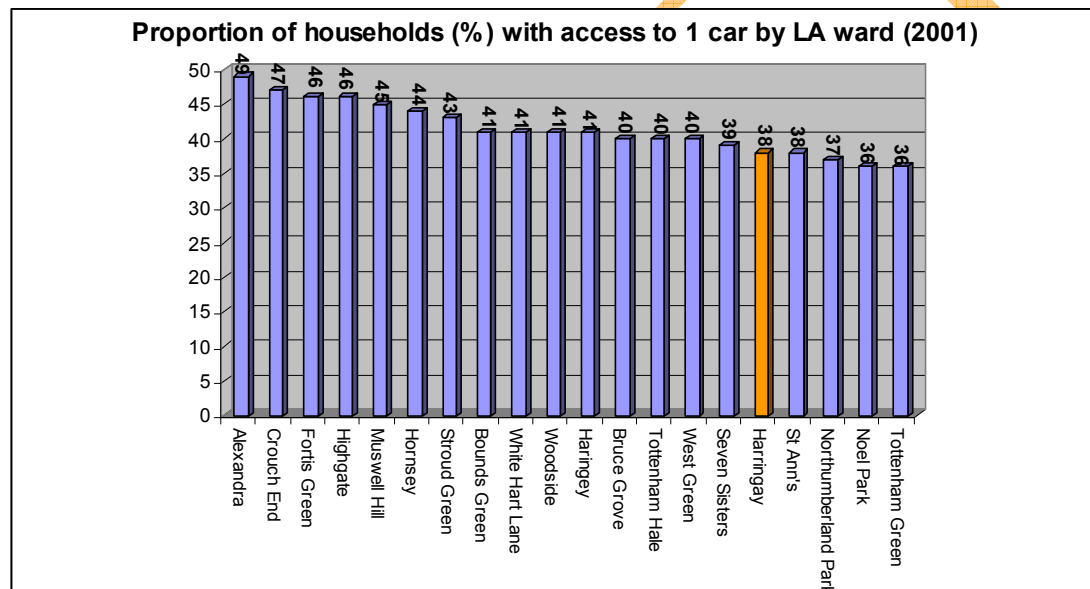
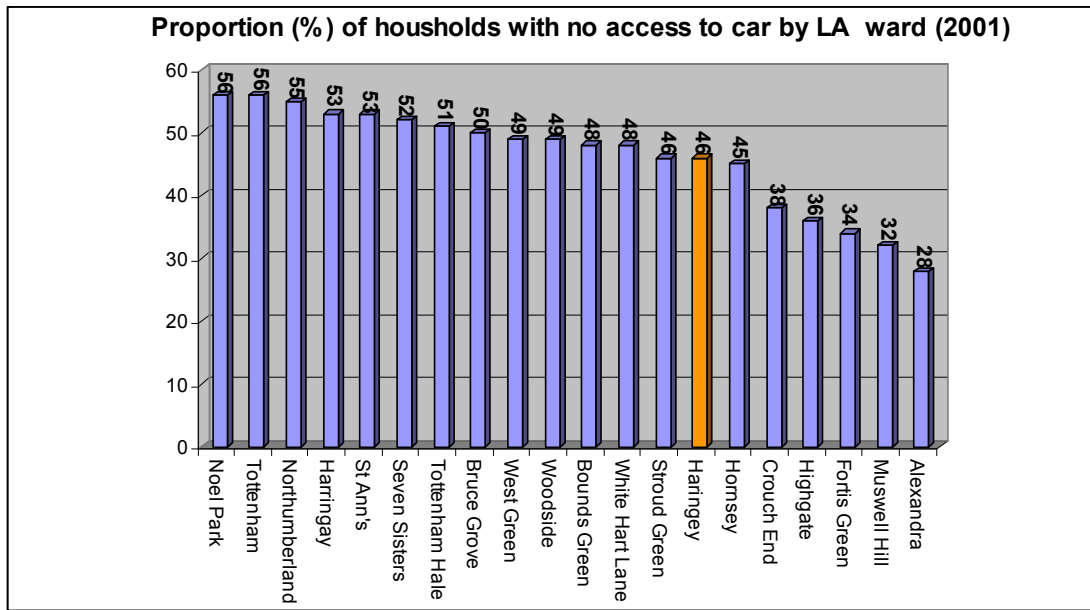


Figure 5 - Modal share of transport options: Haringey, inner London & outer London

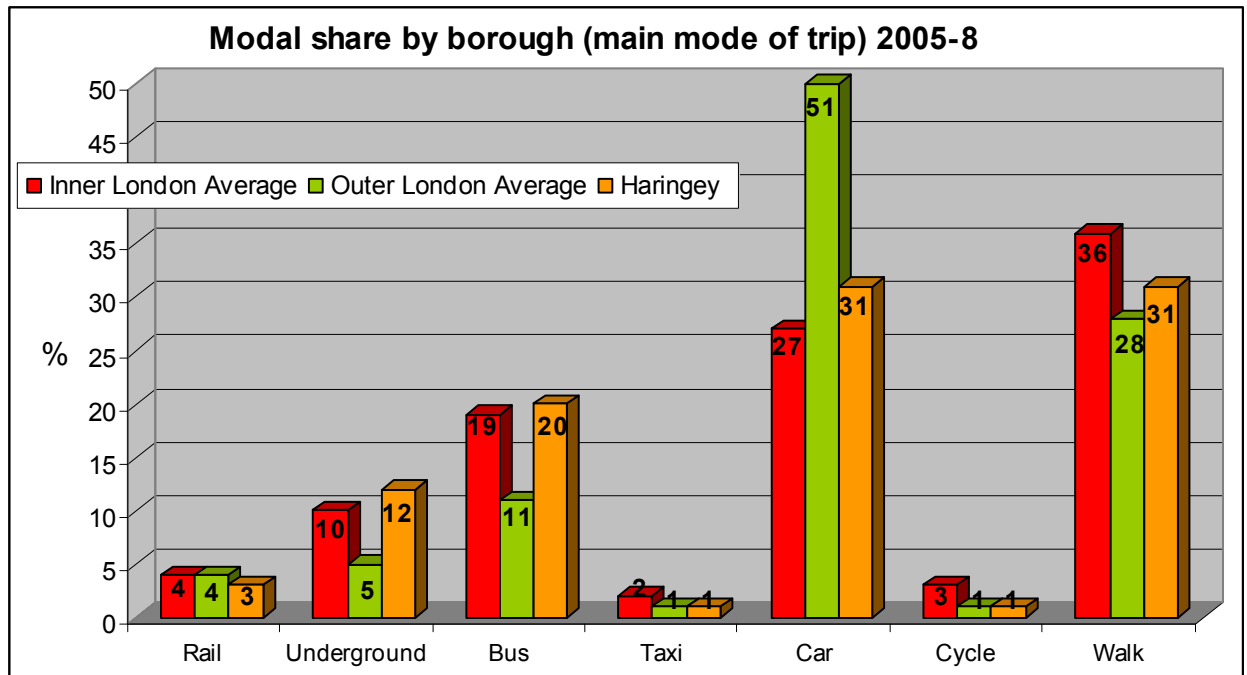


Figure 6 - Issues which are of most concern to Haringey residents

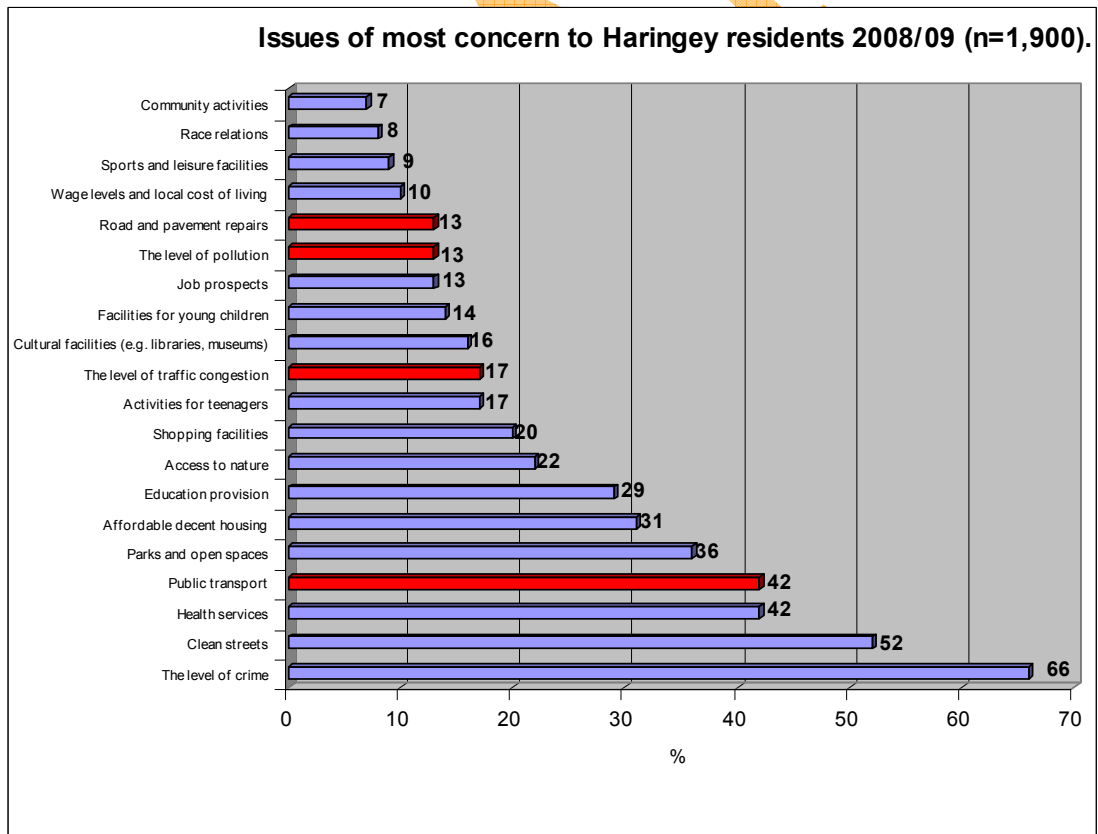


Figure 7 - Issues which Haringey residents felt needed most improvement

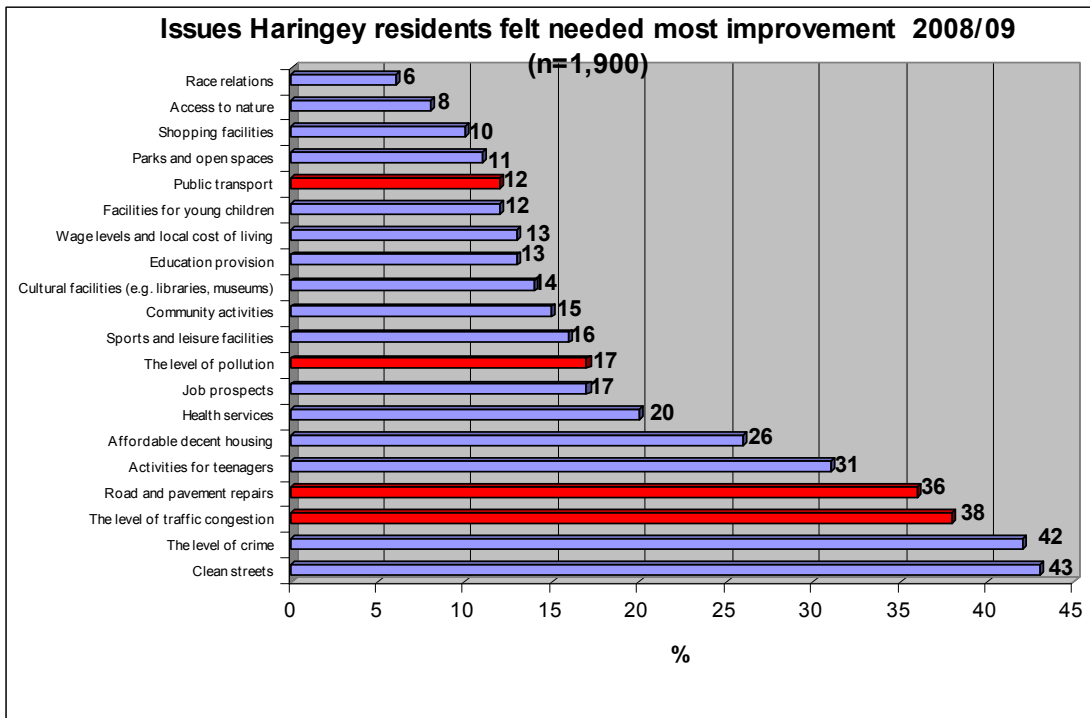
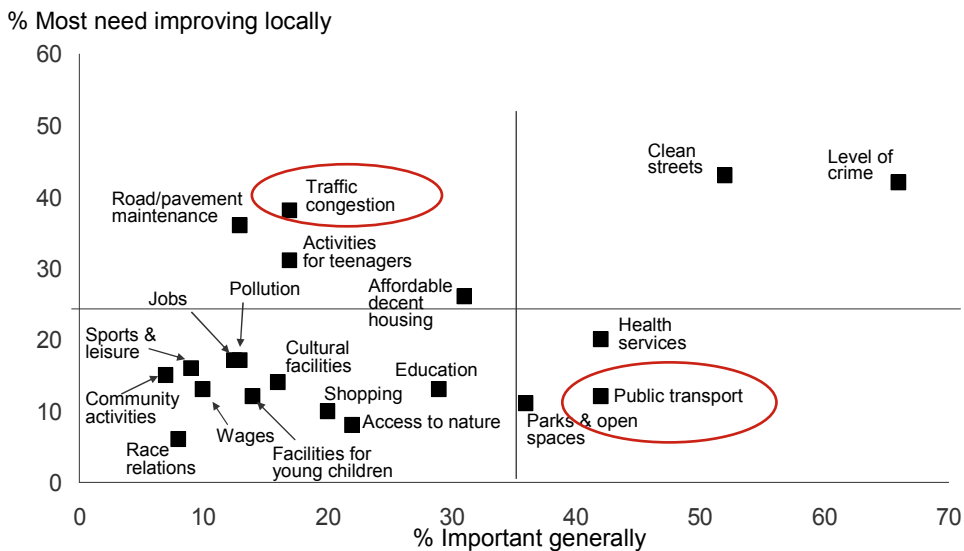


Figure 8 – Resident priorities for action from the Place Survey (2008)

Relative Priorities of traffic congestion & public transport (Place Survey)



Ipsos MORI Base: All valid responses



Figure 9 – Haringey residents use of local transport information

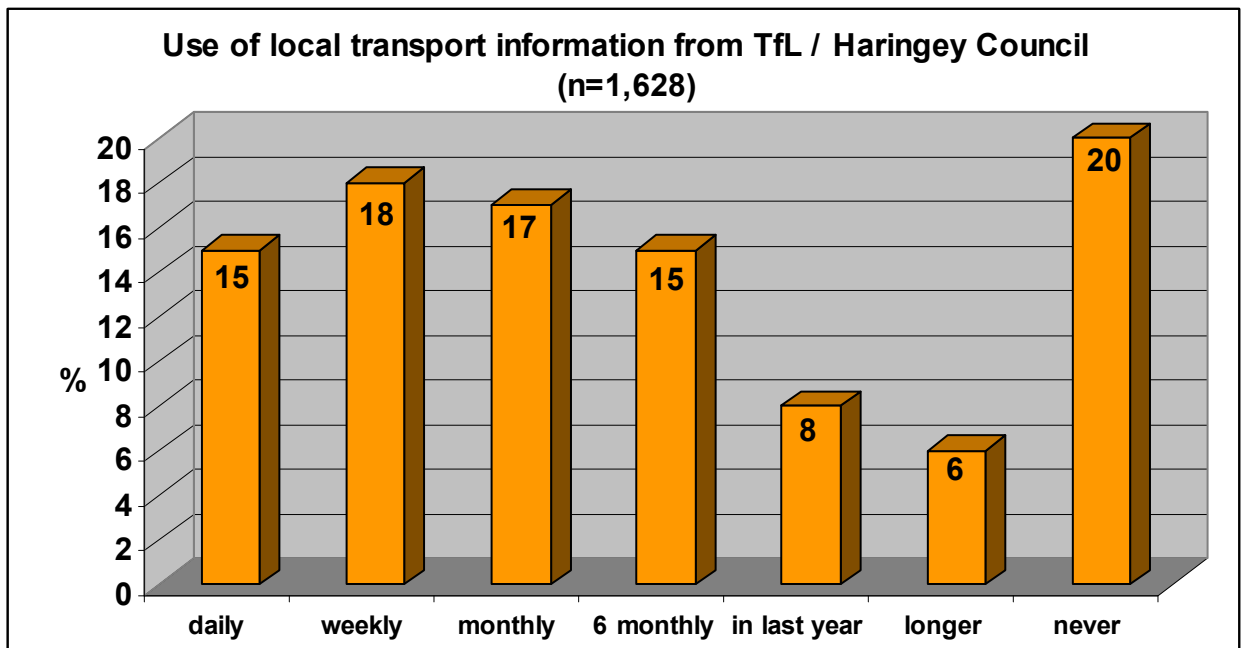


Figure 10 – Haringey resident's satisfaction with local transport information

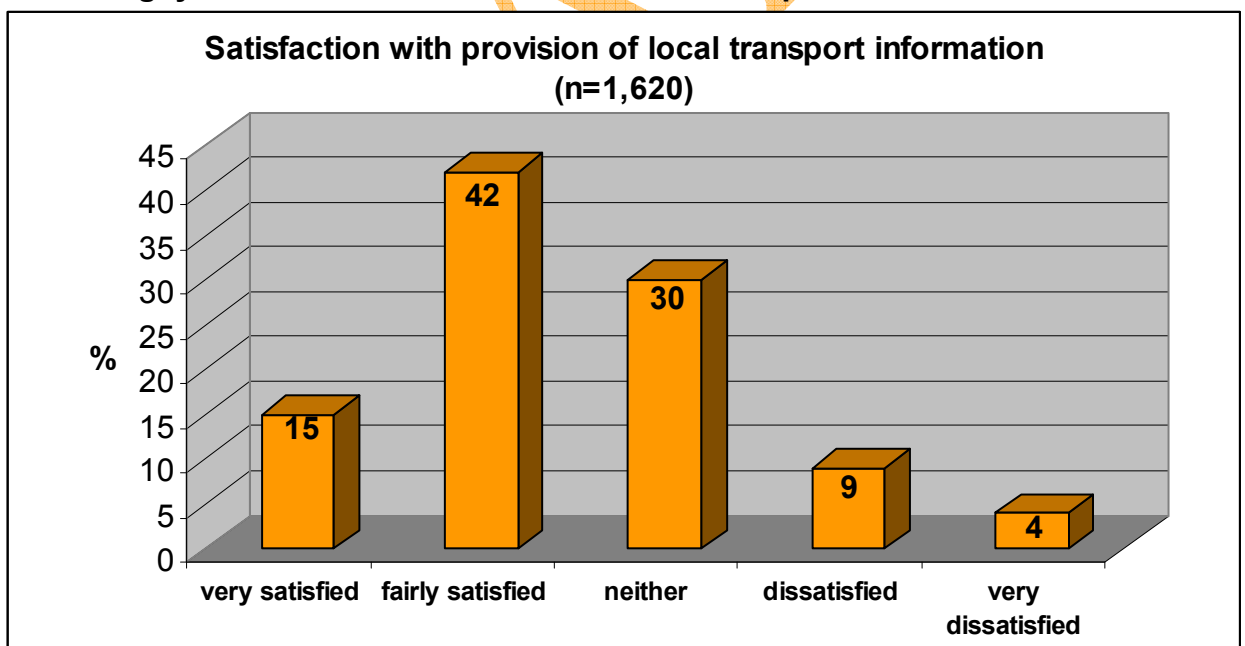


Figure 11 – Haringey residents use of local bus services

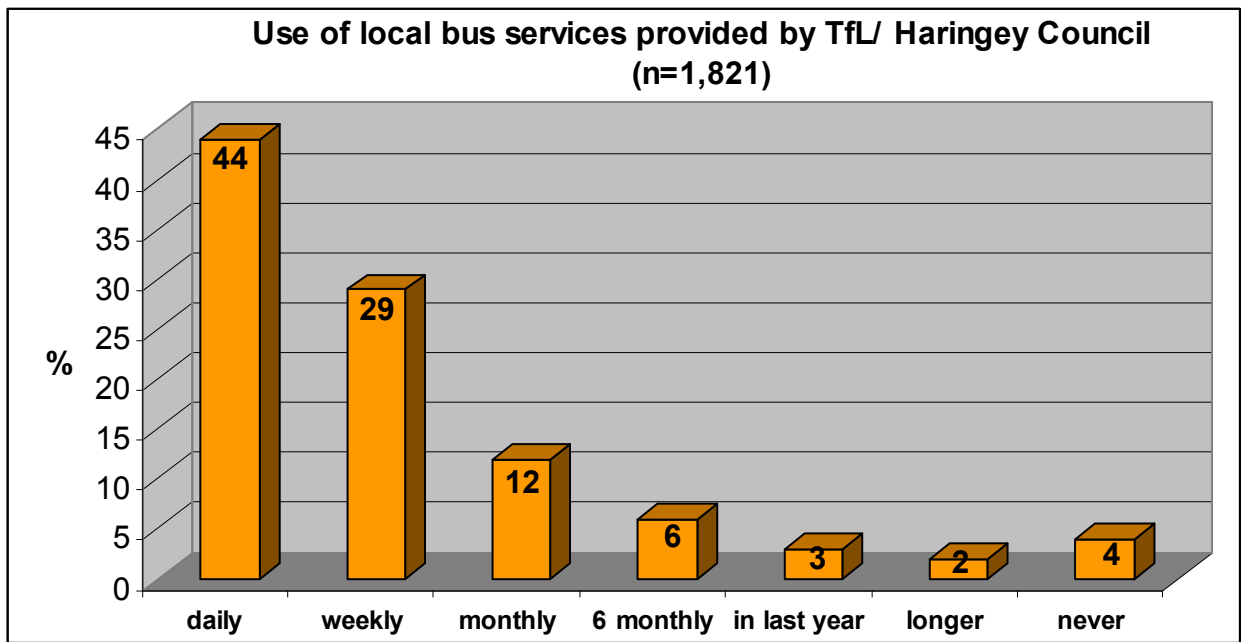


Figure 12 – Haringey resident's satisfaction with local bus services.

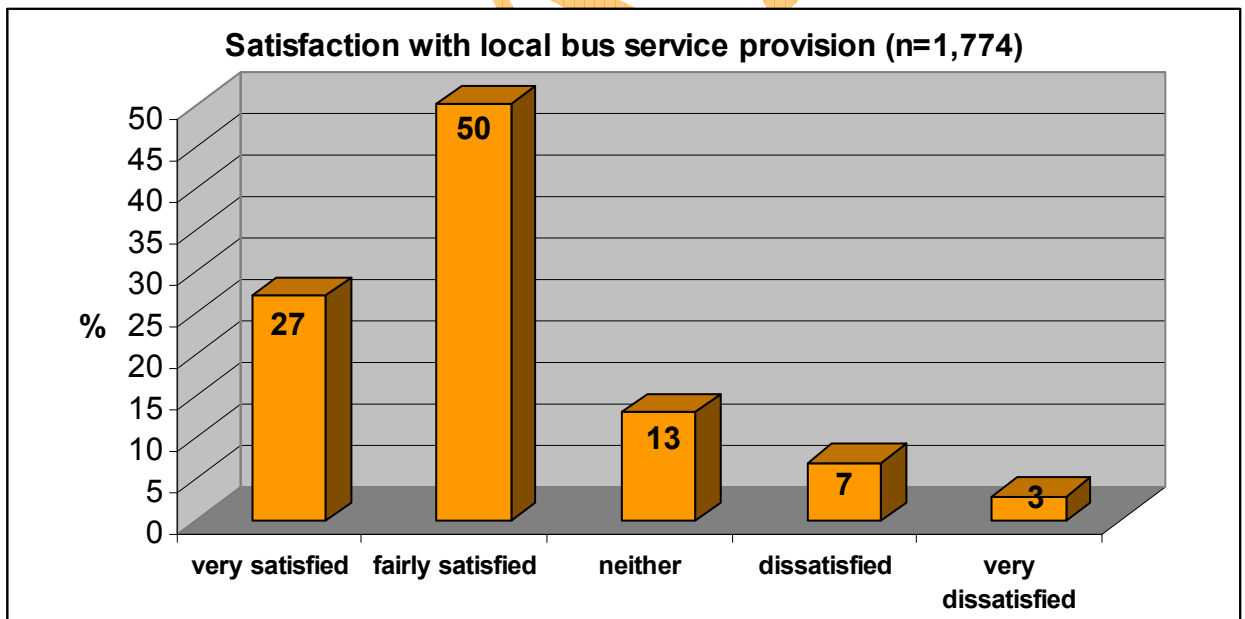


Figure 13 – Haringey residents satisfaction with local public services making the areas greener and cleaner.

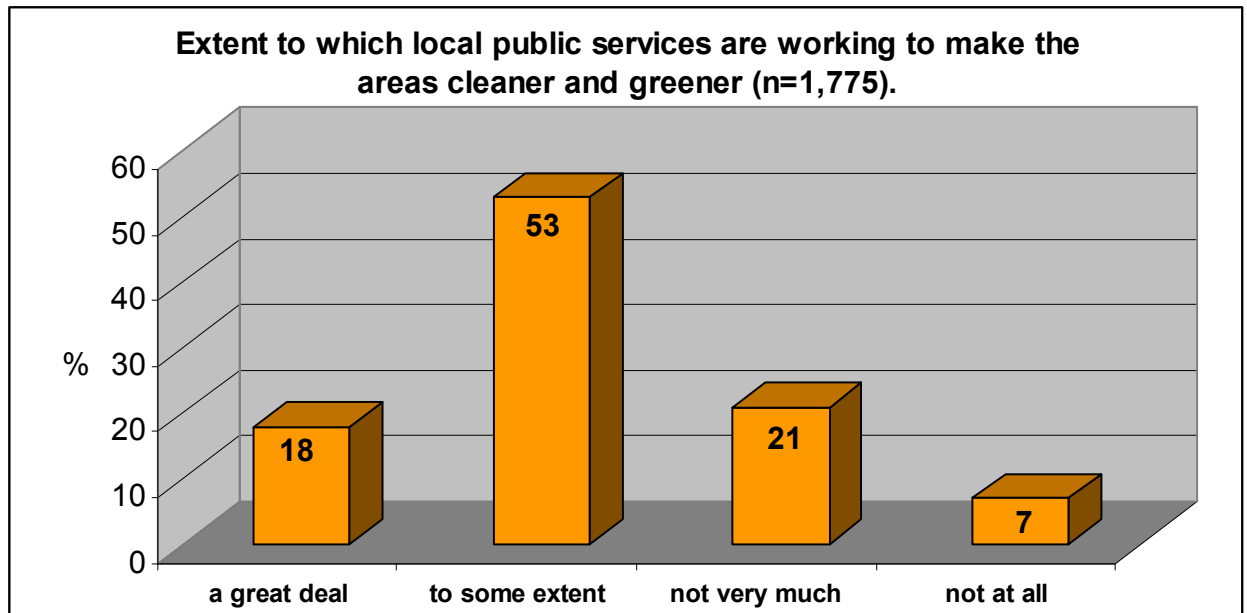


Figure 14 – Haringey residents priorities for highways improvement (2007)

Priority topics	Count	Col %
Pothole repairs	1493	43%
Pavement replacement	1441	41%
Measures to ease bus route congestion	942	27%
Cycling pathways	900	26%
Improved street lighting	858	24%
Measures to ease traffic congestion pinch points	828	24%
Road resurfacing	807	23%
More pedestrian crossings with traffic signals	758	22%
Road safety improvements	675	19%
Road safety education in schools	591	17%
Traffic calming	526	15%
Traffic islands (pedestrian refuges)	339	10%
Cycle stands / cycle parking	273	8%
Cycle sanctuary (refuge)	177	5%
Total	3505	100%