Scrutiny Review Sustainable Transport
Panel Meeting 15th December 2009: Minutes

Present: Cllrs Beacham, Mallett and Weber

Also in attendance: Chris Barker, Martin Bradford, Bryony Clifford, Adam Coffman, Andy Cunningham, Joan Hancox, , Michael Poteliakhoff, Oliver Schick , Sue Penny and Sophie Tyler.

1.   Apologies for absence

1.1   Cllr Santry, Trevor Parsons (Hackney Cycling Campaign)

2.   Declarations of interest

2.1   It was noted that Cllr Mallett was a member of the London Cycling Campaign and Cllr Beacham worked for Transport for London. Neither member felt that these declared interests would be prejudicial to the review.

3.   Late items of urgent business

3.1   None received.

4.   Minutes of the last meeting

4.1   A correction to item 7.10 was noted that it should read parkland Walk (not Park Walk). The minutes were approved.

        Matters Arising:
4.2   Transport for London has been contacted for follow up information about how other Local Authorities have locked in the benefits of how car club schemes.

4.3   Homes Haringey have confirmed that funding for cycle stands/ storage is not provided through the Decent Homes Programme.

4.4   The sustainable transport service has met with the Sustrans and a draft agreement has been produced for the development of a DIY Streets programme in Haringey. The programme will centre on Langham Road (off West Green Road) as there have been a number of complaints about speeding in this vicinity.

5.   Service report

        Cycle sheds in social housing developments
5.1   The sustainable transport service provided further information about a number of cycle sheds situated in social housing developments. The panel noted that the council funded these cycle sheds as these were not Homes for Haringey developments.

5.2   Despite these being in overlooked, well lit and in the curtilage of the property it was noted that use of these three facilities was variable, in fact two cycle sheds were hardly being used at all. The panel heard that there were a number of developments which could improve usage of the bike sheds:

- Develop a strong sense of ownership among residents (possibly via the residents association)
- Good management (key regime reviewed and refreshed, shelter usage reviewed periodically)

Biking Borough status

5.3   The service also updated on the boroughs prospective application for Biking Borough status through Transport for London. It was confirmed that the Council intends to apply before the deadline late December. The panel noted that Council has set aside £25k and intends to employ a consultant to help plan and deliver cycling improvement through the Biking Borough programme.

5.4   The panel heard that whilst this initiative was unfunded (primarily logistical and data support provided by TfL), representatives from both the London Cycling Campaign and Haringey Cycling Campaign both strongly supported the Council's application for Biking Borough status. It was hoped that Biking Borough status would deliver significant uptake in cycling (estimated up to 70%) and help to integrate local cycling provision with other transport modes.

5.5   It was hoped that in considering applications for consultants to support Biking Borough application and delivery, the transport service would consider local cycling organisations which have local knowledge and expertise of cycling provision.

Agreed: The panel supported the Councils application for Biking Borough status.

Review of parking restrictions in Crouch End and Muswell Hill

5.6   The service reported on the findings of an evaluation of the 'stop and shop' scheme in these two local shopping centres. The main points from this evaluation were that the parking period needed to be extended and that improved signage would be helpful. Further still, it was felt that there was scope for further pay and display bays in the main shopping areas.

5.7   The panel heard that some amendments to the system were already being put in place, in particular, some highways with single yellow lines were being replaced with pay and display to help free up parking to improve access to local businesses.

5.8   The panel noted that further improvements could be made to transport arrangements in these busy shopping areas, which included:

- More parity in the provision of disabled parking bays (these currently only on one side of the road).
- More motor cycle stands

- Improved positioning of cycle stands – the current positioning of these at 90 degrees acts as a barrier to pedestrians. These could be changed to 45 degrees.

5.9 The degree to which local people used cars to access these local shopping centres was discussed. The panel heard that whilst the car was clearly important mode of travel to access these shopping centres, convenient parking and with it large numbers of cars did not necessarily make this a more attractive area to shop. The panel were agreed however, that encouraging people to shop local was an important process in encouraging sustainable transport use. It was also agreed that there should be further initiatives to incentivise local people to shop locally.

Agreed: The panel agreed that there should be further initiatives to incentivise local people to shop locally.

6. University of Westminster

6.1 Sophie Tyler, Research Fellow at the Department of Transport Studies at the University of Westminster gave a presentation to the panel on the use of behavioural change approaches to encourage greater use of sustainable forms of travel. The following is a highlight of the main areas of the presentation and subsequent discussion among the panel.

6.2 In developing sustainable transport, the panel heard that it was important to target those people who wanted to change and who were most likely to change. Similarly, in planning interventions to encourage people to switch modes of travel, it was also important to understand that people think about journeys to work and leisure journeys differently, and it would be necessary to tackle those journeys which people wanted to change.

6.3 A number of reasons were put forward as to why a behavioural change approach can be effective in developing sustainable travel usage. These included:
- It is more effective than blanket mail out messages
- Changing behaviour is a long and complex process
- Helps to target scarce resources
- Can help measure impact of initiatives.

6.4 The panel heard about a number of models which underpin approaches to behaviour change. These included the stages of change model, theory of planned behaviour model and 7 stages of change model. All three models conform to three processes: raising awareness, changing perception of the options and actual behaviour change. Illustrations of how these models have been applied in sustainable travel context were given including Nantes and Gavle.

6.5 It was important to establish in the locality the near market of sustainable transport: those who can use these forms of transport and are able to change behaviour to do so. Although this requires local research and evaluation, the

panel heard that this does not have to be expensive or unwieldy as there may be many creative ways of conducting such research, for example, through a local network of organisations (i.e. residents associations). This is the vital first step in developing sustainable transport.

6.6   Financial investment was also important in developing sustainable transport. Although it was recognised that public services were operating in an era of uncertainty, there would be a need to re-orientate budgets toward sustainable development. Given that behaviour change is long term process, accompanying strategies (policy and financial) will likewise be long term. The benefits of financial investment need to expressed not only in terms of modal shift, but in terms of reduced impact on the environment and improved health outcomes.

6.7   It is this latter outcome, improved health, which may provide a useful lever in developing sustainable transport in a locality i.e. in developing common objectives and local partnerships. There is at present just a few documented initiatives which forge a close alliance between improving sustainable transport and improving health and well being. The panel heard that there is greater potential to utilise links with the health and well being sector i.e. GP referrals fro walking groups/ cycle training. There is a also need to develop information available for the health sector.

6.8   The panel heard that initiatives which targeted particular groups or areas to switch to public transport had been very successful, for example, the development of a new bus service or the extension of an existing rail service. In some areas (Hertfordshire) a 9% uplift in bus usage had been achieved through targeted marketing (i.e. information and sample passes).

6.9   The panel heard that a key process in developing sustainable transport was to develop and improve the status sustainable transport over and above other forms of transport. It was important to develop the perception that sustainable transport is cool, fashionable or good for you as this would facilitate change among key target groups.

6.10   The presentation also highlighted to the panel a number of key recommendations for developing sustainable transport options in Haringey. These were:
- Initiatives underpinned by research - local knowledge is important.
- Be experimental with approaches – research and learn.
- Identify groups most likely to change – set targets with them
- Ensure that there is overall branding and coordination of the range of initiatives employed
- Link initiatives to planned changes in the infrastructure
- Invest for the medium and long term
- Actively encourage partnerships - with health and other public sector.
- Work with large employers as a priority – and for economy
- Evaluate and ensure every project has a legacy
- Invest in key staff

7.0   London Borough of Hackney

7.1   Andy Cunnigham, Head of Streetscene from London Borough of Hackney, gave a presentation to the panel on how the borough has achieved considerable success in encouraging greater bike use in the borough. The following highlight key points from the presentation and subsequent panel discussion.

7.2   hackney has achieved significant growth in cycling in the period 1991-2001: it has the highest rate of cycling in London, 8% of all trips by resident are on bike, 17% of work trips are on bike and 16% of council staff cycle to work. This success has been achieved by:
- Proximity of the borough to central London (ideal for commuting)
- Low car ownership
- Flat borough
- Easy reach of leisure facilities
- Commitment of local partnership: Hackney Council, Hackney Cycling Campaign, staff and politicians
- Development of cycling infrastructure to improve permeability
- Free borough wide adult and child cycle training

7.3   The panel noted that such a significant increase in cycling has been achieved without a huge investment in cycling infrastructure either. Coordination of efforts and services has been central to such achievements. The panel also heard that the boroughs cycling strategy was key to such coordination and consistency of approach – and is recognised in all policy and development plans.

7.4   The panel noted that there were a number of perceived barriers to cycling in London, which included:
- Incomplete cycle network
- Funding for infrastructure improvement
- Lack of individual area based approach to improving town centre access
- Parking facilities
- Safety
- Training, information and education

7.5   From a Hackney perspective there were 4 main barriers which the council and its partners have sought to overcome, these being: 1) access and permeability 2) parking 3) safety and training 4) encouragement/ image. Perceived safety was by far the biggest barrier - and would be cyclists were clearly looking for more dedicated cycle lanes to ease them on to the road. The lack of adequate cycle parking facilities was also noted to be problematic – at home and at destination. Knowledge about how to cycle, how to maintain your bike and cycle routes was also seen to present significant barriers for people wishing to take up cycling.

7.6   Improving access/ permeability: there is little scope for providing segregated cycling given the predominant Victorian infrastructure. The approach in Hackney has been to continue to implement cycle lanes where possible and

improve permeability by reducing traffic volumes and speeds (i.e. no through roads except for cycles, 20mph speed limits, traffic calming and speed cameras). Cyclists (where possible) are exempt from one way turns, one way streets and one way systems. Key developments to improve permeability:

- Reduce speed on all roads
- Reduce traffic volume
- Open up green spaces
- Cycle priority facilities
- Segregated lanes where necessary
- Exempting cyclists from banned turns

7.7 <u>Improving parking facilities</u>: a programme of cycle stand installation has seen 700 created over the past few years. The panel heard that it has been working closely with TfL to create cycle stands at rail stations to improve integration between modes. There has been an effort between Hackney Homes, TfL and the Council to improve cycle stand provision in social housing as this is known to be problematic. Over 60 lockers have been developed in social housing (costs £30 p.a.) through tenants association. Key activities included:

- Cycle parking and travel plans required for new development
- Expansion of on-street parking stands
- Station cycle parking schemes
- Estate cycle parking

7.8 <u>Improving safety and training</u>: 5 out of 6 fatalities have been in collision with HGVs, which could have been prevented through training. The large number of new cyclists on the road has brought additional safety issues; cycling safely (i.e. not light jumping), cyclists wearing head phones or not having lights. The panel noted that Hackney has a £200k budget for cycle training (child and adult). There is a constant need for training as there are new people entering the borough. Key actions have been:

- HGV and cyclist awareness events
- Free cycle training for everyone in the borough
- Cycle pit stops
- Family cycle training

7.9 Hackney have introduced 20mph zones: 67% of all residential roads are now 20mph; this it contends will result in 40% fewer accidents. There is also a move away from barriers such as road humps. The panel heard that 24mph was the critical average speed for installation of physical road barriers to reduce speed: where the average speed is below 24mph no physical measures are needed by above this speed physical measures are required. The police have been supportive of this move though acknowledge that enforcement is not a priority. Speed cameras are used to support 20mph areas.

7.10 <u>Improving cycling image:</u> cycling image dominated by white male middle classes thus there must be a need to focus cycling promotion on women, people living in social housing and ethnic groups. Key actions have been:

- Promotion campaigns at specific groups i.e. Wheels and heels fashion show
- Borough cycle maps
- Cycle with confidence campaign
- Council travel plan

7.11 Hackney Council identified a number of key objectives for developing cycling further in the borough, which include:
- Links with health partners and developing well being agenda (i.e. obesity reduction)
- Ambitious targets: 15% modal share in next cycling plan.
- Target cycling promotion on under exposed groups: women, ethnic minorities
- Developing local cycle network: Olympic legacy, linking green-spaces.

8.0 London Cycling Campaign

8.1 Oliver Schick from the London Cycling Campaign gave a presentation to the panel about how Haringey can improve the uptake of cycling in the borough. The following is a summary of the presentation and subsequent panel discussion.

8.2 The panel heard that partnerships would be critical for local authorities to enable them successfully deliver the Mayors Transport Strategy. This can be seen in a number of ways. There is a clear policy overlap with NHS objectives, and partnerships should be sought with local NHS providers. Planning for sustainable transport needs consistency and cooperation between boroughs so there is a need for liaison and partnership work, especially in declining public finances.

8.3 Given cross border flows of all road traffic, cross borough working was seen to be important for planning and development of local transport schemes. It was suggested further developing sustainable transport options within plans for the Tottenham Hale Gyratory may be beneficial for other boroughs (as this will increase the permeability of this side of the borough). Conversely, by making the Stoke Newington gyratory two-way, this may improve permeability for Haringey residents.   That is, to consider the broader implications of transport design and liaise with other boroughs.

8.4 The panel noted that land use planning was an effective tool in promoting sustainable transport as this controlled the need to travel in the first place. Planning functions can be effectively used to:
- Place led design - design traffic schemes according to what the place needs to be rather than how much motor traffic needs to pass through.
- Reduce the need to travel (i.e. provision of adequate facilities, accessibility of travel destinations)
- Promote localisation
- Ensure that new developments have sufficient provision for cycle parking and encourage retro fitting.
- Reduce car parking provision and encourage car free developments.

8.5   Haringey was recommended to consider the hierarchy of cycling provision in planning cycling provision:
1. Most important – reduce traffic volume
2. Traffic speed reduction – 20 mph zones
3. Junction treatment / hazard reduction – filtered permeability maximum route choice and minimum diversion for cyclists
4. Reallocation of carriageway
5. Cycle tracks away from roads
6. Conversion of footways/ footpaths to shared use for pedestrians/cycles

8.6   It was also suggested that there were a range of cycle friendly design policies which Haringey might like to consider:
- Filtered permeability – make gyratory 2 way, allow bikes down 1 way streets
- Bus lanes
- On carriage way cycle paths
- Psychological traffic calming – trees on streets
- Removal of guard rails
- Improve cycle stand provision

9.0   Greenest Borough Strategy – performance monitoring report

9.1   The panel considered the latest report from the Greenest Borough Strategy covering sustainable transport.   The panel discussed some of the exceptions (red rated) of the report, including the completion of the London Cycling Network. It was noted that there were a number of issues which needed to be resolved here including the provision of adequate signage.

9.2   There was some uncertainty as to whether the £65k available for cycle training in the borough included just adults or both adults and children. This would be clarified at the next meeting.

10.   Date of next meeting

10.1   The next meeting is on the 12th January where this will be held jointly with Haringey Transport Forum.