

Report Title: **Scrutiny Review of Sustainable Transport**

Report of: **Councillor Mallett, Chair of the review panel**

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Wards(s) affected: **All**

Report for: **[Key / Non-Key Decision]**

**1. Purpose of the report (That is, the decision required)**

- 1.1. That the Overview and Scrutiny Committee approve the recommendations laid out in the attached report.

**2. Introduction by Cabinet Member (if necessary)**

- 2.1. N/A

**3. State link(s) with Council Plan Priorities and actions and /or other Strategies:**

3.1. This review links with the Sustainable Community Strategy Outcomes and relevant LAA targets:

- Environmentally sustainable future
  - NI 175 – Access to services and facilities by public transport (and other specified modes)
  - R186 – Per capita CO2 emissions in the LA area.
- Healthier people with a better quality of life
  - NI 119 – Self reported measure of people overall health and well being.

3.2. The current self-assessment has highlighted key challenges for Haringey:

- is to meet a local target of 0% traffic growth
- encourage more sustainable methods of travel

### 3.3 Priorities stated in the Council Plan 2009/10

- Promoting sustainable transport
- Reducing traffic congestion

### 3.4 Greenest Borough Strategy (2008/18) -

- Priority 6 Promoting Sustainable Transport

## 4. Recommendations

4.1. Review recommendations are laid out in section 2 of the attached report.

## 5. Reason for recommendation(s)

5.1. Reasons for the recommendations laid out in the main report are covered within the main body of the attached report.

## 6. Other options considered

6.1. N/A

## 7. Summary

In June 2009, the Overview and Scrutiny Committee commissioned a review sustainable transport in Haringey.

The review had a number of key aims:

- Assess the barriers to improved uptake of sustainable transport
- Assess the role of smarter travel initiatives in promoting in encouraging greater take up of sustainable transport
- Identify areas for more aligned working, shared learning and good practice across the HSP

Key findings of the review:

- There is a need to establish a partnership subgroup to support the delivery of sustainable transport in Haringey
- That existing initiatives to promote sustainable transport should be coordinated through a branded programme overseen by a local stakeholder group
- Smarter travel initiatives (travel planning, travel information, car clubs) offer an effective and cost efficient tool for promoting sustainable travel
- Travel planning should be a key component of sustainable travel initiatives and these should be focused on those activities or organisations which are significant trip generators in the borough (e.g. schools, workplaces)
- There are evidently a number of interventions locally which have been very successful in delivering modal shift (school travel planning and car clubs)

- Given the number of shared policy objectives (reducing carbon emissions, reducing pollution, improving health and well being) sustainable transport offers a number of opportunities to further align work programmes across the HSP.

## **8. Chief Financial Officer Comments**

‘In general the recommendations within this report can be actioned without a need for additional funding to be allocated. However, due to the number of recommendations this may require a re-prioritisation of existing resources.

It should be noted that not all recommendations are within the Council’s direct control, either because the main funding source lies elsewhere (such as Transport for London for 20 mph zones) or because the policy decision lies elsewhere such as the changing of operational hours for bus lanes. In these instances the Council’s direct influence may be restricted to lobbying the appropriate bodies.

If in exploring any of the recommendations further actions are suggested that have a significant cost, it will be necessary to get Cabinet agreement for funding before such work should progress. An example here might be the review of Parking policy.’

## **9. Head of Legal Services Comments**

‘The Head of Legal Services notes the contents of this report. There are no legal implications arising from the review at this stage, however implementation of many of the recommendations will require statutory consultation and the Council must keep in mind any relevant statutory duties (for example consider any equalities issues that may be arise) during the decision making process. Any specific legal implications can be addressed as the recommendations are moved forward and implemented.’

## **10. Service Financial comments**

- 10.1. The report focuses on strategic and policy issues arising from partnership activity with regards to sustainable transport.
- 10.2. The recommendations in the report have been consulted on by the panel and it is felt that they can be covered within existing resources as part of the work and work planning processes of the partnership.
- 10.3. Any specific direct financial implications arising from the recommendations will be included in the formal response to the review by the Council and its partners.

## **11. Head of Procurement Comments – [Required for Procurement Committee]**

11.1. N/A

## **12. Equalities & Community Cohesion Comments**

- 12.1 The ultimate purpose of transport is access to work, education, goods, services, friends and family. A challenge for the sustainable transport strategy is to identify equitable initiatives that will maintain and improve access for all sections of the diverse community, especially those individuals and groups who are traditionally under-represented, or socially excluded for reasons such as worklessness, gender, age, disabilities and impairments.
- 12.2 It is important that there is a diverse representation of individuals and groups in all engagement, consultation and working group arrangements. It is recommended equal opportunities monitoring is included in all monitoring arrangements so that progress in increasing the participation and involvement of under-represented individuals and groups can be measured.

## **13 Consultation**

- 13.1 Throughout the scrutiny review process views and evidence was considered from council departments (sustainable transport, planning, Greenest Borough Strategy) partners (NHS Haringey), transport groups (Transport for London, Sustrans, London Cycling Campaign, Campaign for Better Transport) and other local authorities (Peterborough City Council, Sutton Council, Hackney Council).
- 13.2 The review has involved local transport and community groups including Haringey Cycling Campaign, Sustainable Haringey and Haringey Living Streets, Haringey Disability First Consortium. One of the scheduled panel meetings was held jointly with the Haringey Transport Forum, a consultative group for local transport issues.
- 13.3 As part of the review process, a survey with key partners within the HSP was undertaken to ascertain the nature and level of sustainable transport provision across the partnership.

## **14. Use of appendices /Tables and photographs**

- 14.1 Please see contents page in main report for appendices.

## **15. Local Government (Access to Information) Act 1985**

- 15.1 A full list of all data sources are fully referenced in the body of the attached report.