

Agenda item:

[No.]


Cabinet

On 15 June 2010

Report Title: Cabinet Response to Scrutiny Review of Sustainable Transport

Report of : Niall Bolger, Director of Urban Environment

Signed :

 . 26th May 2010.

Contact Officer : Joan Hancox, Head of Sustainable Transport. 020 8489 1777

Wards(s) affected: All

Report for: Non -Key Decision

1. Purpose

1.1 To provide a Cabinet response to the Report of the Scrutiny Review of Sustainable Transport

2.0 Introduction by Cabinet Member

2.1 N/A

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

3.1 Greenest Borough Strategy Priority 6 Promoting Sustainable Transport

4.0 Recommendations

4.1 That the Cabinet agree the response to the Overview and Scrutiny Panel report as provided in Appendix 1 attached to this report.

5.0 Reason for recommendation

5.1 N/A.

6.0 Other options considered

6.1 N/A

7.0 Background

- 7.1 In June 2009 the Overview and Scrutiny Committee commissioned a review of sustainable transport in Haringey. The review had a number of aims:
- Assess the barriers to improved uptake of sustainable transport
 - Assess the role of smarter travel initiatives in promoting encouraging greater take up of sustainable transport
 - Identify areas for more aligned working, sharing learning and good practice across the HSP
- 7.2 The findings of the Review Panel were presented in a report to Overview and Scrutiny Committee on 15 March 2010 which approved the recommendations in the report.
- 7.3 Cabinet is required to respond to the report recommendations and this is the subject of this report.

8.0 Chief Financial Officer Comments

- 8.1 No financial implication arise directly from this report. However the recommendations from the Review Panel include some actions for which additional funding would be required. 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 changing the operational hours for bus lanes. In these instances the Council's direct influence may be restricted to lobbying the appropriate bodies.

9.0 Head of Legal Services Comments

- 9.1 The Head of Legal Services notes the contents of this report. There are no legal implications arising from this report. However, implementation of many of the recommendations will require statutory consultation and the Council must keep in mind any relevant statutory duties during the decision making process. Any specific legal implications can be addressed as the recommendations are moved forward and implemented.

10.0 Head of Procurement Comments –[Required for Procurement Committee]

- 10.1 N/a

11.0 Equalities & Community Cohesion Comments

- 11.1 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.

- 11.2 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.

12.0 Consultation

- 12.1 No consultation undertaken for this report.

13.0 Service Financial Comments

- 13.1 The report is a response to the Review panel report. Any specific direct financial implications arising from the recommendations will need to be considered within current budget provision. A number of recommendations are subject to availability of resources.

14.0 Use of appendices /Tables and photographs

- 14.1 Appendix I - Table setting out the response to the Review Panel

15.0 Local Government (Access to Information) Act 1985

- 15.1 Report to Overview and Scrutiny Committee 15 March 2010

Appendix I

Recommendations of Overview and Scrutiny Committee and Cabinet Response

Recommendation of O and S Committee	Cabinet Response
Local Policy and Strategy	
<p>In support of the Haringey Strategic Partnership and Better Places Board, the panel recommended that an individual partnership sub-group be established to support the delivery of sustainable transport priorities within the Greenest Borough Strategy and more broadly, to identify ways in which local agencies can work together to promote sustainable transport in Haringey.</p>	<p>Agree recommendation</p>
<p>The panel recommended that conclusions and recommendations of the review are reported to relevant strategic bodies (Haringey Strategic Partnership, Better Places Partnership Board, Well Being Theme Group, Greenest Borough Programme Board)</p>	<p>Agree recommendation</p>
<p>The panel noted the importance of the development of the Local Implementation Plan in setting local transport strategy, and as such the panel recommended that the plan:</p> <ul style="list-style-type: none"> ○ Is supported by a comprehensive programme of local consultation to include (among others) Local Area Assemblies, Haringey Transport Forum and Haringey Disability First Consortium. ○ Contains explicit targets for modal shift (to be developed with Transport for London) ○ Clearly links to Council and HSP strategies and which clearly spell out the wider benefits of sustainable travel. ○ Commits to a comprehensive package of smarter travel measures to reduce car dependency and encourage active forms of travel ○ Details how local inequalities in sustainable transport uptake will 	<p>Consultation on the LIP comprises attendance at Area Assemblies in June/July and in September; at Green Fair on 12 June; circulation of questionnaires as part of LDF Core Strategy consultation in May/June; article in Haringey People; public consultation on the draft LIP is planned for September/October. The draft LIP will include targets for modal shift. The LIP will include reference to wider strategies and will highlight the benefits of sustainable travel. Smarter travel proposals will be included in the LIP Delivery Plan for 2011-2014. Inequalities will be addressed through an Equality Impact Assessment which is being undertaken as an integrated part of the LIP. A separate funding submission for 2011/12 will be prepared for submission to TfL. Proposals for sustainable travel will seek to ensure the benefits are maintained in the longer term.</p>

<p>be addressed</p> <ul style="list-style-type: none"> ○ Provide a clear strategy for locking in the benefits of modal shift 	
<p>The panel noted the successful development of the Haringey Transport Forum. The panel recommended that this group should be consolidated and expanded to help consultative processes through Local Implementation Plan.</p>	<p>The Transport Forum will be involved in consultation on the LIP</p>
<p>Smarter travel</p>	
<p>The panel recommended that sustainable transport initiatives should be coordinated through a dedicated programme which is branded (to promote resident recognition), contains clear travel objectives, offers a balanced programme of activities (smarter travel, walking, cycling) and is overseen by a local stakeholder group.</p>	<p>In principle this is agreed. Specific work will depend on resources available. The Transport Forum should act as a sounding board for smarter travel initiatives.</p>
<p>The panel strongly endorsed the principle of travel planning as a cost effective approach to achieve modal shift and the broader development of sustainable transport objectives. It recommended that a hierarchy of travel planning interventions are developed which prioritise and target significant trip generating organisations in Haringey (schools, workplaces, events, individuals).</p>	<p>Agree recommendation.</p>
<p>Workplace travel planning</p>	
<p>The panel recommended that options to develop workplace travel planning in Haringey should be explored further.</p>	<p>Agree recommendation.</p>
<p>The panel recommended that a sustainable travel award should be included in the local Business Awards Scheme.</p>	<p>Agree recommendation.</p>
<p>School travel planning</p>	
<p>To incentivise further participation and engagement in the school travel plan programme, the panel recommend that:</p> <ul style="list-style-type: none"> ▪ Schools should be encouraged to work together on a cluster basis to maximise resources, share 	<p>Agree recommendation.</p>

<p>learning and expertise in developing travel plans and encouraging sustainable travel</p> <ul style="list-style-type: none"> ▪ The school travel team should explore opportunities for partnership work within the HSP where there are shared policy objectives (i.e. active travel and obesity) ▪ The Director of Children's services to write to all Headteachers and Governors to encourage schools to continue to engage and further develop school travel plans ▪ All 6th forms and colleges are encouraged to develop travel plans. 	<p>Agreed in principle but subject to resources available.</p> <p>Agree recommendation</p> <p>Partially agreed. The focus of the school travel planning should be on younger pupils. Further development would depend on resources.</p>
<p>Personal travel planning</p>	
<p>The Panel recommended that the use of the individual marketing approach to be adopted within the Muswell Hill Low Carbon Project should be assessed and evaluated to ascertain:</p> <ul style="list-style-type: none"> ▪ Whether travel planning advice can be appropriately provided alongside other sustainability issues ▪ Further opportunities to incorporate wider participation from the HSP in the development of individual travel planning. 	<p>Agree recommendation.</p> <p>Agree recommendation. Further development of individual travel planning dependent on resources.</p>
<p>The panel recommended that individual travel packs should be developed for distribution by local estate and letting agents.</p>	<p>Agreed in principle but subject to resources</p>
<p>The panel recommended that London Travelwatch mobile unit be invited to Haringey to provide individual travel planning advice to local residents.</p>	<p>Agree recommendation</p>
<p>Travel planning for trip generators</p>	
<p>The panel recommended that travel planning arrangements for the new Spurs ground should be exemplary in establishing sustainable travel options.</p>	<p>Agree recommendation. There is a requirement for a number of travel plans for Spurs relating to residential, supermarket, workplace, construction and stadium.</p>
<p>Car clubs</p>	
<p>In view of its initial success, the panel recommend that the Council assess ways to accelerate the development</p>	<p>The car club project is expanding at no cost to the Council as funding is allocated by TfL through the LIP process. 80 car</p>

<p>of the car club scheme without further cost to the borough to include:</p> <ul style="list-style-type: none"> ▪ that Homes for Haringey and other Registered Social Landlords be approached to identify potential car club bays on land managed by them ▪ consultations for Traffic Management Orders for car club bays should be submitted collectively in advance and which acknowledge that not all applications may be successful ▪ opportunities for local residents to nominate sites for car club bays. 	<p>club bays are planned by March 2011. Consultation on car club bays has identified concerns from residents and amendments made to plans.</p> <p>Statutory Consultation is a legal requirement prior to the introduction of a Car Club bay. To minimise cost, schedules for bay locations are advertised collectively. Feed back received during this process is considered when determining if a bay is produced.</p> <p>Residents can contact the council with suggestions for bay locations.</p>
<p>The panel recommend that to guide and inform the future spatial development of the car club scheme, a borough wide audit should be undertaken to identify and prioritise potential car club locations.</p>	<p>Partially agree recommendation. The Council works with its contractor, Streetcar, to identify locations for car club bays. Prioritisation is based on expected usage and to seek to achieve widespread spatial coverage of the Borough</p>
<p>The panel recommended that within future contracting with car club providers, there should be provision to:</p> <ul style="list-style-type: none"> ▪ offer electric cars and those that use green fuel technology ▪ offer concessionary rates for unpaid carers ▪ promote access to disabled people through the adapted vehicles. 	<p>Agree recommendation.</p>
<p>Public transport – bus services</p>	
<p>The panel recommended that there should be further cooperation across boroughs to support the development of the bus network in Haringey, particularly those routes that offer east-west access.</p>	<p>Agree recommendation. Improving east – west bus services is a key priority for the North London Transport Forum sub-regional partnership</p>
<p>The panel recommended that the operational hours of bus lanes should be extended, with a view to developing greater harmonisation across the borough as a whole to ensure better bus journey times in the evenings and at weekends.</p>	<p>Agree in principle but subject to specific evaluation of the costs and benefits and on public consultation and is dependent on resources.</p>
<p>Public transport – rail services</p>	
<p>The panel recommended that the borough work with Network Rail,</p>	<p>Agree in principle but subject to resources</p>

<p>Train Operating Companies and TfL to develop travel plans for main line and tube stations in Haringey specifically to address:</p> <ul style="list-style-type: none"> ▪ the barriers passengers face in accessing station by environmentally friendly means ▪ what prevents non-passengers from getting to the station at all ▪ the most cost-effective and environmentally friendly package of measures to improve station access. 	
<p>The panel was supportive of the electrification of the Barking – Gospel Oak line and for improvements for passenger services on this service and recommended that the borough continue to work with the North London Strategic Alliance in support of these objectives.</p>	<p>Agree recommendation</p>
<p>Walking</p>	
<p>The panel recommended that Area Assemblies should be consulted in the development of the annual footway repair or renewal programme.</p>	<p>Recommendation not agreed. The footway repair programme is dependent on identified need. Ward councillors can be consulted on priorities following identification of need.</p>
<p>The panel recommended that there should be a singular process for reporting repairs or maintenance across Haringey Council, Homes for Haringey and RSL's for:</p> <ul style="list-style-type: none"> ▪ footways ▪ highways ▪ lighting 	<p>Agree in principle but progress dependent on resources.</p>
<p>The panel recommended that the Council should aim to improve the priority for walkers at major junctions and roads through improved signage, removal of barriers and more convenient crossing points.</p>	<p>Agree in principle subject to resources and assessment of the impact on other modes of transport</p>
<p>That the council consider a method to which the gritting of pavements can be applied in residential streets.</p>	<p>Agree recommendation</p>
<p>Cycling</p>	
<p>The panel recommended that development of the local cycle</p>	<p>Agree recommendation subject to resources</p>

network should complement and develop access to the planned cycle superhighways.	
The panel recommended that a Member Champion for cycling in Haringey be established through the Cycling England programme.	Agree recommendation in principle
The panel recommended that the cycle plan produced through the Biking Borough scheme should be shared across the HSP to establish joint priorities and to ensure that coordinated approach is developed for its implementation.	Partially agree. The final report of the Biking Borough study has yet to be agreed. In principle joint working with HSP is supported.
<p>The panel recommended that cycle stand provision be improved through:</p> <ul style="list-style-type: none"> ▪ conducting an audit in all ward to assist in the development of a local database cycle stands which should subsequently inform and prioritise provision across the borough ▪ Ensure that cycle stand provision is included within the Homes for Haringey environmental improvement plan ▪ Ensuring that appropriate guidelines / standards are in place within Supplementary Planning Guidance for cycle stand provision within all new residential and business development. 	<p>Agree recommendation subject to resources</p> <p>Agree recommendation subject to resources</p> <p>Agree recommendation</p>
The panel recommended that to develop a more strategic approach, the Council should aim to align existing school cycle training provision across the HSP and identify further partners to coordinate service provision.	Recommendation not agreed. The school cycle training budget is fully utilised in supporting school travel plans.
Whilst the panel acknowledged the need to move toward a multi-skilled transport team, the panel recommended that a cycling lead for the borough be retained (for expertise and specialist input in to road traffic schemes and planning applications).	Recommendation not agreed. Officers are required to be fully integrated and to have an understanding of cycle planning and the creation of a cycle officer would not mainstream this knowledge within existing staff.
The panel recommend that a cycle design panel should be developed to consult on development of the local cycle network, transport infrastructure and other cycling improvements	Agree recommendation subject to resources

<p>which:</p> <ul style="list-style-type: none"> ▪ should incorporate local cycling groups and other relevant outside bodies ▪ should encourage early consultation within the design process. 	
<p>Sustainable town centres</p>	
<p>The panel was in agreement that an area based approach offered the best solution to transport issues at local shopping centres, where a holistic assessment of travel needs would engender an integrated transport response. This should also incorporate further research on:</p> <ul style="list-style-type: none"> ▪ the modes of travel used to access local shopping centres ▪ initiatives to incentivise local people to shop locally by using sustainable modes of transport. 	<p>Agree recommendation subject to resources for incentivisation initiatives.</p>
<p>Controlled parking zones</p>	
<p>The panel recommended that a review of parking policy is undertaken to investigate the possibility that a more strategic approach is adopted within the development of Controlled Parking Zones in the borough.</p>	<p>Agree recommendation.</p>
<p>Traffic calming</p>	
<p>The panel recommended that the council develop a borough wide 20mph speed limit to be operational in all residential areas and where appropriate is reinforced by traffic calming measures.</p>	<p>Recommendation partially agreed. It is considered a general 20mph speed limit in residential areas is only effective with physical measures to slow traffic.</p>
<p>The panel recommended the range of traffic calming measures currently in development (i.e. DIY Streets, Psychological Traffic Calming) are evaluated with a view to developing a low-cost package of measures which can be deployed across the borough as assessed to be needed.</p>	<p>Agree recommendation.</p>
<p>Land use and planning</p>	
<p>The panel recommended that Supplementary Planning Guidance for Transport Assessment (SPG7c) and Travel Plans (SPG7b) should be updated and refreshed to reflect both</p>	<p>Agree recommendation.</p>

national and local sustainable transport objectives.	
The panel recommended that members of the planning committee should receive further training and support in the application of sustainable transport planning guidance (in light of updated SPG above).	Agree recommendation.
Accessibility issues for sustainable transport	
The panel recommended that the Overview & Scrutiny Committee should commission a review of transport provision for elderly and disabled residents which should encompass door-to-door transport, community transport and hospital transport services.	Agree recommendation subject to resources
The panel noted that financial pressures will most likely lead to a rationalisation of TfL programme to improve disabled access to the tube network. The panel recommended that TfL should consult the borough on appropriate stations to focus development (i.e. Turnpike Lane rather than Wood Green).	Agree recommendation
The panel recommended that work programmes which aim to promote active travel across the HSP should be aligned to help coordinate and prioritise work and help to target access to under represented groups (i.e. women, BME groups and older people).	Agree recommendation subject to resources
The Overview & Scrutiny Committee recommended that the Council should aim to develop level access at bus stops and interchanges between routes so that all passengers, including the elderly and mobility impaired, have improved access the bus network.	Agree recommendation subject to resources.