

**Report for:** Regulatory Committee – 9 October 2017

**Title:** Haringey's Draft Transport Strategy

**Report Authorised by:** Lyn Garner – Strategic Director of Planning, Regeneration and Development

**Lead Officer:** Matthew Patterson - Head of Strategic Planning, Transport and Infrastructure

**Ward(s) affected:** All

**Report for Key/Non Key Decision:** Key

## **1 Describe the issue under consideration**

- 1.1. The Council's growth and regeneration plans, and its targets for improving health, inequality and environmental quality, are predicated on enhancing the public transport network, reducing reliance on private vehicles, and increasing walking and cycling.
- 1.2. The Council therefore needs to produce a new transport strategy that clearly sets out the transport objectives and priorities that will provide the context for preparing more detailed plans, policies, and bids for investment and works over the next 10 years.
- 1.3. The purpose of this report is to introduce, and invite comments on, the draft Transport Strategy and to seek agreement to proceed to Cabinet for agreement to consult on the Draft Strategy in October 2017.

## **2 Recommendations**

- 2.1 It is recommended that Regulatory Committee notes and makes comments on the draft Haringey Transport Strategy for public consultation prior to seeking Cabinet approval on 17<sup>th</sup> October 2017.

## **3 Reasons for decision**

- 3.1 The Transport Strategy is needed to ensure clarity around the Council's strategy and priorities for managing the local transport network and to support the delivery of corporate priorities for growth and regeneration as well as improving health and environmental quality.
- 3.2 The absence of a Strategy runs the risk of decisions about investment in transport being made in an uncoordinated manner.

## **4 Alternative options considered**

- 4.1 The Council could rely on the Mayor of London's Transport Strategy and the North London sub-regional Transport Plan to provide the Strategy and priorities locally. However, while Haringey shares many of the same transport challenges as the rest of London and the sub-region, these higher level strategies and plans fail to recognise variations in approach based upon local context, and therein, the weight to be afforded to the realisation of specific objectives and priorities.

## **5 Background information**

- 5.1 The Transport Strategy sets out the future direction for transport in the borough and describes the context and challenges we face and how, through the objectives and priorities outlined in the Strategy, we intend to address them. At the heart of the strategy is supporting growth in the Borough, improving quality of life and health and well being and working towards becoming a carbon zero borough by 2050<sup>1</sup>. This overarching Strategy will be supplemented with a series of 'Action Plans' which will set out further details of our key programmes and priorities and actions needed to meet the vision set out in this strategy. The list of action plans are:
- Walking and Cycling Action Plan,
  - Parking Action Plan,
  - Sustainable Transport and Travel Action Plan, and
  - Local Implementation Plan (LIP).
- 5.2 The Greater London Authority Act 1999 ("the 1999 Act") requires London boroughs to produce a Local Implementation Plan (LIP), which demonstrates how each authority will deliver the Mayor's Transport Strategy (MTS).
- 5.3 Haringey's LIP 2014 - 2017 effectively forms the current Transport Strategy for the Borough. While the LIP sets out the overarching borough transport objectives and associated delivery plans, these objectives are based on TfL LIP Guidance aimed at implementing the MTS locally, rather than being Haringey-led transport objectives and priorities. The draft LIP Annual Spending Submission will be reported to SLT at a later meeting.
- 5.4 On June 21 2017 the Mayor of London published a draft of the MTS for public consultation. The document sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. Although the new MTS is in consultation draft, we have been mindful to ensure the Haringey draft Transport Strategy has considered and taken into account both the consultation draft MTS and the existing adopted MTS.
- 5.5 The draft MTS puts people's health and quality of life at the very heart of planning the city's transport, a theme we replicate locally through our draft Transport Strategy.
- 5.6 The three key themes of the new draft MTS are:

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<sup>1</sup> the Haringey Zero-Fifty Commission recommendations 2017

1. Healthy Streets and healthy people - Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
2. A good public transport experience - Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.
3. New homes and jobs - More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

5.7 We will be responding the draft MTS in due course which is out for consultation until October 2017

## 6 The Draft Haringey Transport Strategy objectives and priorities

6.1 The overarching aim of the Strategy is to support a shift to more sustainable travel modes to help address the following transport challenges:

- **Population growth** – Haringey's population is forecast to grow by 15% over the next 10 years, from 256,000 to 294,000, resulting in significant pressure on the existing transport network;
- **Capacity and connectivity** – despite excellent transport links, at peak times the tube, rail and buses serving the borough are very crowded, and the lack of orbital connections hinders access to employment areas outside of the CBD. Both also impact on the attractiveness of Haringey for business and leisure.
- **Congestion and competition** – there is competing demand for the available road space for different road users from vehicles, buses, parking, servicing, cycling and pedestrians. Congestion leads to longer travel times, perceptions of user safety, and environmental impacts with respect to noise and pollution;
- **Quality of the transport network** - poor quality pavements, potholes, a lack of signage or facilities, stations only accessible by stairs, and poorly laid out or confusing junctions, impact on people's quality of experience and perceptions about safety and accessibility;
- **Air quality and noise** – road transport contributes significantly to poor air quality and pollution levels that impact on health and on climate change. The main source of ambient noise experienced by residents is from road traffic;
- **Parking pressures** – the reliance car use to access employment or services, and the growth of households with multiple cars, is having a significant impact on urban and residential amenity. There is also the perception that high levels of customer parking are needed if town centres are to attract shoppers.

- 6.2 Our vision for the strategy is to deliver ‘a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.’

Our vision will be achieved through four outcomes:

- a) A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
  - b) Active travel the easier choice, with more people choosing to travel by walking or cycling
  - c) An improved air quality and a reduction in carbon emissions from transport
  - d) A well maintained road network that is less congested and safer
- 6.3 As well as the above challenges, there are also opportunities for enhancements that can help Haringey address transport issues. These include large scale investment programmes such as the four tracking of the West Anglia Main Line; signal and higher frequency services on the Metropolitan Underground; the new station at White Hart Lane; low emission bus zone for Wood Green; and signalling strong support for Crossrail 2.
- 6.4 The Transport Strategy sets out objectives to address the challenges and to maximise the benefits of the opportunities for Haringey. These objectives engage with the MTS and Haringey’s own Corporate Plan objectives and priorities. The objectives, and how we propose to deliver them, are set in section 4 of the draft Transport Strategy attached.
- 6.5 The Strategy intentionally does not set targets for meeting these outcomes, rather the proposed Action Plans will provide the responses to meeting the challenges and harnessing opportunities.

## **7 Next Steps and Engagement**

- 7.1 An internal workshop with officers at the Council was held on 4<sup>th</sup> July and the feedback from was fed into the draft strategy. A Haringey Transport Forum meeting and a Member workshop are planned to take place in September 2017 and the Draft Transport Strategy will be reported to Regulatory Committee and Cabinet in October 2017 for approval to publish for a period of public consultation.
- 7.2 The nature of the consultation will be decided after approval is granted. However, this will be carried out using internal resources.
- 7.3 All responses received will be analysed and the Strategy amended, where necessary.

## **8 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

### **Finance and Procurement**

- 8.1 The current Transport Strategy for the Borough is based on TfL LIP Guidance.

- 8.2 The proposed Transport strategy is Haringey-led and is aimed at delivering a transport system that matches the Council's growth and development ambitions.
- 8.3 The consultation will be carried out using internal resources; thus there will not be additional cost to the council at this stage.
- 8.4 At a later stage, the action plans which will set out further details of the key programmes and priorities will be reviewed to ascertain the financial implication. Finance does not have concern over this strategy being approved for consultation.
- 8.5 Strategic procurement notes the contents of this report; however, there are no procurement implications at this stage of the process.

## **Legal**

- 8.6 As the report notes section 145 of the 1999 Act requires each London Borough to prepare a LIP for the implementation of the Mayor's transport strategy and it is noted that this draft strategy appended to the report will be in addition to the LIP. Section 144 of the 1999 Act also provides that in exercising any function, the Council is to have regard to the Mayor's transport strategy and related guidance regarding its implementation, which is noted in paragraph 5.4 above.
- 8.7 An equality impact assessment and a strategic environmental assessment should be undertaken and appropriate findings addressed.

## **Equalities**

- 8.8 The Council has a public sector equality duty under the Equality Act 2010 to have due regard to the need to:
- tackle discrimination, harassment and victimization of persons that share the characteristics protected under section 4 of the Equality Act 2010. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;
  - Advanced equality of opportunity between people who share those protected characteristics and people who do not; and
  - Foster good relations between people who share those protected characteristics and people who do not
- 8.9 An Equality Impact Assessment will be undertaken to support the draft Transport Strategy.
- 8.10 Assessment will provided further details on how the strategy will support tackling inequalities, such as health inequalities which are experienced by protected groups in Haringey. In addition, it will consider accessible transport for disabled and older people

## 9 Contribution to strategic outcomes

9.1 The Draft Strategy's alignment with our Corporate Plan vision and objectives to actively manage and drive growth and development across the borough is set out in section 3(d) of the attached Draft Transport Strategy. In Summary:

- **Priority 1 and 2** by making it easier for people to walk and cycle thereby increasing physical activity and creating healthier environments.
- **Priority 3** by making our street more safe and well maintained
- **Priority 4** by making Haringey an attractive place for business investment as well as ensuring Haringey residents are able to take advantage of wider London employment
- **Priority 5** by providing a more accessible and better connected transport system to support housing growth and provide the infrastructure to support development viability.

## 10 Appendices

Appendix 1– The Draft Transport Strategy