

Report for: Cabinet – 6th March 2018

Title: Haringey's Transport Strategy 2018

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Lead Officer: Emma Williamson – Assistant Director – Planning

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. 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.
- 1.2 Following approval by Cabinet in October 2017 to consult on the draft Haringey Transport Strategy, a six-week public consultation was carried out which closed on 22 December 2017. This report outlines the consultation carried out, the responses received and how the draft is proposed to be amended.

2. Recommendations

- 2.1 It is recommend that Cabinet adopts the new Haringey Transport Strategy

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. A new strategy is particular important to target resources effectively following the Local

Implementation Plan funding cuts announcement by Transport for London in their 2018 business plan.

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 wellbeing and working towards becoming a carbon zero borough by 2050¹. 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 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.
- 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 yet to be published, 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.

¹ the Haringey Zero-Fifty Commission recommendations 2017

5.6 The three key themes of the new draft MTS are:

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

6 The 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 Central Business District (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 on 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 default 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 Piccadilly Line 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.
- 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 assist in delivering transport enhancements.

7 Statement of Consultation

- 7.1 In October 2017, Haringey’s Cabinet considered the draft Transport Strategy and resolved to publish the document for consultation for a period of 6 weeks. The public consultation ran from 10 November 2017 until 22 December 2017.
- 7.2 Over 300 notifications were sent by email to the transport planning consultation database and the transport forum contacts list, including consultation bodies, local groups including Haringey Cycling Campaign, residents and businesses. The council also used its twitter account (see Appendix F) to notify its followers that the consultation was happening. The strategy was presented to the Haringey Transport Forum in September 2017 and targeted meetings were held with interested groups and officers at the council.
- 7.3 Three consultation exhibitions were held in the borough on 27, 28 and 29 November 2017. The events were held at the following three libraries to cover the east, west and central areas of Haringey: Marcus Garvey library (see Appendix F), Wood Green Library and Hornsey Library. Officers were on hand at these exhibitions to present the strategy to residents and to answer any questions. These events were well attended.

- 7.4 Hard copies of the draft strategy were made available at the council's offices at both the Civic Centre and River Park House, as well as at all public libraries across the Borough. The draft strategy was also made available to view and download from the council's website, attached to a dedicated web page explaining the consultation. A dedicated mailbox was set up for responders to email and send their representations and questions to.
- 7.5 50 representations were received to the draft Strategy. These came from neighbouring authorities, resident groups, amenity groups, parents and school pupils and local residents. The majority of these comments related to bus route issues around Highgate School. Appendix A provides the table of responses and the council's proposed response to these comments. The Haringey Cycling Campaign (HCC) provided a detailed response to the draft and their comments, and the council's responses, are provided in Appendix B.
- 7.6 In summary, the strategy was strongly welcomed. There was some concern about the lack of targets in the strategy but the targets and monitoring framework will be contained in the proposed action plans.
- 7.7 The policy shift towards more sustainable modes of transport as a means of cutting congestion, reducing the reliance on the private car, tackling air quality and addressing public health and well-being, was welcomed and many expressed an interest to see the detail emerge from the action plans. The motorcyclist community in Haringey provided a representation expressing their concern about not being mentioned. This has been rectified.
- 7.8 There were 26 responses sent from parents and pupils of Highgate School complaining about the 603 and 210 bus routes and the need to extend the operating hours of the 603 to start earlier and finish later and for the 210 frequency to be increased. We will work with Transport for London buses to identify opportunities to improve both services as a means of enabling pupils to take the bus to and from school and cut congestion from school traffic.

8 Proposed changes

- 8.1 The proposed changes are set out in Appendix C. The changes have been made in response to a number of constructive and factual points made by the respondents. The strategy is not proposed to change in detail but rather minor amendments are proposed to firm up our commitment to the vision and the outcomes.

9 Next Steps

- 9.1 Following adoption by Cabinet, the new Haringey Transport Strategy will be published and preparation on the proposed Action Plan will commence. A timetable for delivering the Action Plans is set out in the Transport Strategy.

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

Strategic Procurement (Peter Capp)

- 10.1 Procurement notes that the reports seeks approval of the Haringey Transport Strategy.
- 10.2 Consideration should be given to how the strategy will be implemented with external suppliers.
- 10.2 Procurement does not have any concerns over this strategy.

Finance (Kaycee Okegwu)

- 10.3 This report seeks Cabinet adoption of the Haringey Transport Strategy following public consultation.
- 10.4 The Transport strategy is Haringey-led and is aimed at delivering a system that matches the Council's growth and development ambitions.
- 10.5 Any costs linked to implementing the Strategy would be met from existing resources. These include the current and potentially future LIP allocations. Funding will also be secured via Section 106 and Section 278 agreements, which are negotiated through the development management process.
- 10.6 Projects or programmes in the forthcoming action plans will be reviewed to ascertain the financial implication and will be presented for consideration via SLT or Cabinet as appropriate.
- 10.7 Any additional funding requirement would need to be carefully considered in the light of budget availability.

Legal (Ben Burgerman)

- 10.8 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.
- 10.9 An equality impact assessment and a strategic environmental assessment should be undertaken and appropriate findings addressed.

Equalities (Otis Williams)

- 10.10 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

10.11 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

10.12 An Equality Impact Assessment has been undertaken to support the draft Transport Strategy and is attached as Appendix E.

10.13 The Assessment provides further details on how the strategy will support work to tackle inequalities, such as those relating to health in Haringey. In addition, it considers accessible transport for disabled and older people.

11 Contribution to strategic outcomes

11.1 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.

12 Appendices

- Appendix A – Table of responses
- Appendix B – Haringey's response to Haringey Cycling Campaigns detailed representation
- Appendix C – A schedule of proposed changes to the Strategy
- Appendix D – Equalities Impact Assessment (EQIA)
- Appendix E – Consultation Exhibition photo and Haringey's Twitter notification
- Appendix F – Haringey's Transport Strategy 2018