

Sustainable Transport Working Group

Carbon Commission - Summary

In the current economic climate, with large cuts to local government budgets, many authorities are reducing their focus on the green agenda, believing this is now a luxury they cannot afford. In Haringey, we have made a real commitment to tackle climate change – and to tackle it locally – by becoming the first major authority to sign up to a pledge to reduce carbon emissions in our borough by 40% by 2020.

Haringey's Carbon Commission, in partnership with **nef** (new economics foundation), brings together experts drawn from across the business, government and research communities to explore how this ambitious target of a 40% reduction in carbon emissions can be practically achieved in the timeframe while taking an approach that puts reducing inequality at the heart of our low carbon transition. A range of evidence to support this work has been developed with the support of funding from the Department of Energy & Climate Change, Local Carbon Framework Pilot. The resulting recommendations developed by the Carbon Commission will be considered by the Council and Haringey 40:20 Steering Group in Spring 2012.

Scope and timescale

Five working groups will support the work of the Carbon Commission. These will explore:

- Low Carbon Investment
- Community Involvement
- Sustainable Transport
- Green Enterprise
- Integrated delivery – sustainable regeneration of Tottenham

Each working group will meet twice, review materials and feed in recommendations to the Commission. Each group will include a Carbon Commission member, and be supported by a Council officer.

A summary of discussions from the working group as well as evidence received from learning partners from other areas in the UK and Europe and local stakeholders will be provided to the Carbon Commission in November. The Carbon Commission will make its final recommendations to the Council and Haringey 40:20 steering group (comprising of local stakeholders) in February.

Sustainable Transport Working Group

Carbon Reduction Scenario modelling for Haringey's transport strategy indicates that current proposals combined with the effects of EU, UK and sub regional policy can deliver a 17.5% reduction in transport CO₂ emissions by 2020.

Of this 17.5%, two thirds (12.3%) of all ground-based transport carbon emissions achievable by 2020 are from EU, national and committed Transport for London (TfL) measures with one third (5.2%) attributed to schemes outlined in Haringey's Transport Strategy (LIP).

Modelling scenarios estimate an additional 10% reduction in CO₂ emissions could possibly be achieved through focusing further investment in specific LIP schemes such as smarter travel

(personalised travel planning and efficient driver training), further expansion of controlled parking zones and the introduction of low carbon bus corridors. It has been estimated this approach would require a minimum £750K additional funding and extensive partnership working with external bodies, including TfL, local businesses and car manufactures.

The working group will be asked to consider a number of questions:

- a) With the given level of transport funding through the LIP how should the Council focus LIP funding to deliver its CO2 reduction target?
- b) The CO2 modelling reduction report by Colin Buchanan identified an additional £750k would be needed to meet the CO2 reduction target of 20% by 2020. In what ways can the Council bridge this funding gap?
- c) How can the Council best influence trip making external to the borough given only 12% of trips are wholly within the Borough? Are there specific journey purposes and origins and destinations to focus measures to reduce these travel demands?
- d) How can the Council best support enhanced electric vehicle infrastructure?
- e) Low Carbon Bus Corridors have been identified as making a significant contribution to reductions in CO2. What are the best ways of securing such corridors in Haringey?

These questions will be asked within the context of Haringey's Transport Strategy (LIP) objectives over the next 20 years which are set within the context of the goals and challenges of the Mayors Transport Strategy.

Evidence available

See the Document Library at www.Haringey4020.org.uk/useful-information to download full reports

Report title and description	Commissioning organisation/author, date
<p>Haringey's 2nd Local Implementation Plan (LIP) (Transport Strategy) 2011-2031</p> <p>The LIP is a borough wide transport strategy detailing the council's transport objectives which reflect the transport needs and aspirations of people in Haringey and contributes towards the implementation of key priorities over the 20 year period 2011-2031.</p>	Haringey Council 2011
<p>Review of Sustainable Transport Measures to Achieve 40:20</p> <p>Provides carbon reduction scenario modelling appraisal for the transport measures proposed in Haringey LIP (Transport Strategy) and current EU, UK Gov. & Sub regional policies.</p>	Haringey Council / Colin Buchanan July 2011.

<p>Mayors Transport Strategy: The Mayor's Transport Strategy (MTS), developed alongside the London Plan and Economic Development Strategy, provides a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The Mayor proposes to structure his approach to reducing CO2 emissions from ground based transport around three core themes:</p> <ol style="list-style-type: none"> 1. Improved operational efficiency 2. Supporting and enabling the development and use of low carbon vehicles, technology and energy 3. Carbon efficient mode choice 	<p>GLA 2010</p>
<p>North London Sub regional Transport Plan (SRTP). Addresses the goals and challenges set out in the MTS and how they will be met in the sub-region. It identifies planned investment in the shorter and medium term and potential priorities for longer term investment required to deliver transport challenges in the future.</p>	<p>Haringey Council/ North London Strategic Alliance/ TfL (2010)</p>
<p>Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen The Local Transport White Paper sets out the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions.</p>	<p>Department for Transport (2011)</p>
<p>Haringey Sustainable Transport Commission report. Report identifying key transport challenges facing Haringey with recommendations on how the borough should address objectives such as reducing traffic congestion, CO2 reduction and increasing mobility.</p>	<p>Haringey Council Sustainable Transport Commission (2011)</p>

A number of key stakeholders are identified and their views will be represented at the working group through submission of a summary of consultation responses received and/or direct representation at the working group.

Key stakeholders	Category
Edwin Leigh - Haringey Council	Local – Public Sector
Chris Barker - Sustainable Haringey / Campaign for Better Transport London	Local - Private sector
Kate Allardyce - En10ergy and Muswell Hill Low Carbon Zone	Local - Private sector
Adam Coffman -Haringey Cycling Campaign /Haringey Federation of Residents Associations	Local - Private sector
Dominic Millen - North London Strategic Alliance	Regional – Public Sector
Chris Hanley -Colin Buchanan consultants	National – Private sector
Andy Newman - Harringay Green Lanes/ Gardens Residents Association	Local - Private sector
Kerri/ Lennox Davison - TfL	Regional – Public Sector
David Barry or Tim Bellenger - London Travel Watch	Regional – Private Sector
Sustrans	National – Public Sector
Sue Penny, member of Clyde Area Residents' Association, Haringey Living Streets, Tottenham and Wood Green Friends of the Earth.	Local – Private