

Sustainable Transport Working Group

1.0 Summary

Haringey's Local Implementation Plan (LIP) sets out the borough's transport strategy for the next 20 years and provides details of a range of sustainable transport initiatives aimed at supporting the borough's regeneration, reducing health and deprivation inequalities, improving road safety and accessibility for all, minimising traffic and parking congestion, improving air quality and reducing CO₂ emissions. A key challenge for the LIP is to ensure Haringey's transport network can accommodate increases in travel demand from population and employment growth, whilst tackling existing congestion and delivering a 40% reduction in Haringey's CO₂ emissions from transport by 2020.

The LIP delivery programme to 2013/2014 includes a number of policies and measures aimed at achieving modal shift, through accessing public transport and encouraging low carbon travel behaviour. The Council consider smarter travel initiatives which focus on awareness and behaviour change offer the greatest scope for reducing the impact of motor traffic and encouraging a modal shift to sustainable transport. The Council is investing approximately £1.7 million LIP funding into our Smarter Travel programme during the 3 year period 2011-2014. For further details see [Haringey's LIP](#).

2.0 Review of Haringey's LIP Measures to Achieve 40:20 Carbon Reduction Targets

In order to quantify the potential CO₂ emission saving's from Haringey's LIP measures which could contribute towards delivering the Council's 40:20 carbon reduction targets, consultant, Colin Buchanan, were commissioned to analyse the impact of Haringey's LIP's delivery programme, including EU, UK and TfL policies for reducing CO₂ emissions from transport in the borough by 2020. The report also identified schemes, not currently in Haringey's LIP, which could further contribute to cutting emissions. The full report and accompanying technical note are provided in Appendix 1.

Key findings:

- A 19.3% reduction in Haringey's transport related CO₂ emissions is achievable by 2020 (from a 2005 baseline). 14.2 % (over two thirds) of this could be delivered from EU and national policy and committed TfL infrastructure schemes and 5.1% (approximately a third) could be achieved through implementing the LIP measures. A summary of these emission reductions are shown in the following table:

Policy level	Key measures	Potential CO ₂ emission reductions by 2020 (from 2005 levels)
EU, National Government level	EU carbon standards for lower emitting vehicles by 2020. Alternative fuel regulation + promotion for freight. Low carbon vehicle grants/ Support electricification of rail network / Planning Policy (PPG13)	-14.2%
Sub-regional /London level (Transport for London)	Public transport infrastructure commitments: Capacity/ efficient upgrade of Underground (Victoria/Piccadilly/Northern Lines /Overground) + Suburban rail upgrades (Gr. Northern, West Anglia, Thameslink). Cleaner (low carbon) buses + trains Infrastructure improvements (Cycling Superhighways, electric vehicle charging points)	
Local level (London Borough of Haringey)	LIP measures (ie): Travel demand management + behavioural change (Smarter travel) Controlled parking zones Car clubs + charging point infrastructure Cycling measures Environmental(DIY) streets schemes	-5.1%
Total		-19.3%

- An optimum CO₂ reduction scenario of 29.9% (an extra 10% cut in emissions) could potentially be achievable with additional focus on specific measures including borough-wide ‘Personalised Travel Planning’, TfL’s ‘Hydrogen/hybrid Low Carbon Bus Corridors’ and ‘Efficient Driver Training’ but this would require an extra £750K LIP funding per year plus additional TfL investment for delivering low carbon bus corridors. In theory therefore each additional reduction of 1% in CO₂ emissions would equate to an additional LIP funding requirement of approximately £75k annually.
- The majority of Haringey’s carbon emissions from transport are from highway traffic of which 88% of these journeys transcend the borough boundary. 39% of all highway trips leaving Haringey travel to destinations in or via Enfield.

Appendix 2 summarises the CO₂ emission reduction modelling forecasts for 2020 for all identified schemes, and includes detail for cost per tonne CO₂ abated, LIP funding allocations (from 2011 to 2014) and the general scheme benefits.

- Four schemes evaluated show a carbon emission reduction greater than 3% by 2020 when compared to the base year (2005).
 - Controlled Parking Zones (CPZ’s) achieve a 3.7% CO₂ reduction
 - Smarter Travel/ Personalised Travel Planning achieve a 3.6 % CO₂ reduction
 - Efficient driver Training achieve a 3.4% CO₂ reduction
 - Hydrogen/Hybrid bus routes (TfL delivered) achieve a 4.2% CO₂ reduction

- Workplace travel planning, electric vehicle charging infrastructure and car clubs showed good value for money when cost per tonne of CO₂ abated are considered.
- Road safety measures increase CO₂ emissions due to sub optimum speed reductions. The relationship between speed and emissions is more complex but at low speeds, under 25kmph, carbon emissions will rise as further speed reductions are reduced. However the socio-economic benefits of reducing road accidents and saving lives are of highest priority.

Consultants Report recommendations

- A ground-based transport emissions reduction target of 19-20% should be set for 2020 (from a 2005 baseline). This target is based on current assumptions regarding CO₂ reduction from EU, national policy, committed TfL infrastructure schemes and the measures identified in Haringey's LIP.

Further CO₂ reductions could be achieved by:

- Focusing LIP Smarter Travel funding on personalised travel planning and efficient driving training could deliver additional carbon reduction savings of over 3%, meaning a 22-23% reduction target could be achievable within the scope of existing LIP funding assumptions.
- Prioritising LIP measures which focus on travel demand reduction rather than speed will optimise carbon reduction in Haringey as there is more of a linear relationship on reducing the number of highway trips and total emissions reduced.
- Undertake analysis of Haringey's highway journeys to identify origin, destination and journey purpose, specifically focussing on the 88% of trips which transcend the borough boundary. This data will help focus the carbon reduction potential of our LIP schemes by targeting specific journeys with behaviour change interventions or infrastructure improvements, and working jointly with other north London boroughs through Haringey's Smarter travel programme.

3.0 Consultation summary

The findings of the carbon reduction analysis report raised the following questions for the Council to consider in consultation with TfL, the North London Transport Forum (comprising Haringey, Enfield, Barnet and Waltham Forest with attendance by Hackney, Islington, Camden and TfL), local stakeholders through Haringey's Transport Forum, and Peter Jones, Professor of Transport at University College London.

Haringey's Transport Forum is the working group for discussing transport related aspects of CO₂ reduction and the outputs from the Forum are fed into the Carbon Commission.

The key consultation responses to each question are highlighted below and a summary of the consultation feedback is provided in Appendix 3.

3.1 Question 1. How should the Council prioritise its LIP funding to deliver the CO₂ reduction targets required up to 2020 and beyond?

- Review Smarter Travel Programme for 2012/13 – 2013/14 to allocate funding for delivery of Personalised travel planning schemes and establish efficient (eco) driving training campaign providing training events for fleet managers, drivers and residents.

Council response: Smarter travel programme managers are proposing to include both these initiatives in 2012/13 Smarter travel programme.

- Promote use of electric vehicles and encouraging large fleet organisations eg Royal Mail, Veolia, NHS to trial electric vehicles.

Council response: Camden Council are currently running a pilot scheme providing local businesses with the opportunity to trial an electric car or van for 2 weeks, directly from the vehicle manufacturer. The Council are investigating feasibility of expanding the electric vehicle trial opportunity for local businesses in Haringey and across the north London sub region.

- TfL would support a Freight initiative pilot in North London to reduce vehicle emissions and improve local air quality.

Council response: A sub region freight initiative pilot could be developed for North London boroughs, through the NLTF, by establishing freight travel plans which target large fleet employers, such as retail stores, through efficient drive training and promoting no idle engine campaign launched by TfL in December 2011. Initiative can be funded through borough's LIP Smarter Travel programme.

3.2 Question 2. The CO₂ modelling reduction report by Colin Buchanan identified that for each additional reduction of 1% in CO₂ emissions approximately £75k annually would be needed for personal travel planning, eco driver training and Hydrogen/Hybrid bus routes. What alternative ways are there of reducing CO₂ emissions?

- **Cross borough working in North London sub region**
 There are opportunities for cross borough delivery of the Smarter Travel Programme to focussing on the 88% of highways journeys which transcend the borough boundary. Cross borough delivery of marketing campaigns, Personalised travel planning, efficient driver training at large employers and transport fleet businesses will reach a wider audience and reduce delivery costs.

Council response: These opportunities are being considered by the north London boroughs, through the NLTF. Haringey and Enfield will be liaising on joint delivery of Smarter Travel initiative for 2012/13, once Enfield has the staff resources in post in early 2012/13.

- **European funding opportunities**

There are a number of EU funding programmes open in the first half of 2012. Transport themes eligible for EU funding include schemes delivering modal shift from private car use to public transport / walking/ cycling/car clubs and initiatives to promote uptake of electric vehicles and encouraging establish of low carbon transport economy. Funding is offered over a 3 year scheme delivery, which is 75% EU funded, and 25% borough funded. The London European Partnership for Transport (LEPT) are coordinating transport scheme funding submissions on behalf of London boroughs.

Council response: There is an opportunity to obtain European funding for borough and sub region transport initiatives to reduce carbon emissions for cross boundary journeys. Council officers are liaising with LEPT, NLTF and TfL to coordinate funding submissions in January/February 2012.

- **Car club operator's marketing budget**

Council response: The Council will be reviewing the existing car club operator's (Zipcar) contract in 2012 and will explore marketing opportunities through use of car club operators marketing budgets to promote sustainable car use in borough. Opportunity to develop joint car club contract tendering process with Islington and Hackney to achieve greater competition from car club operators, in terms of competitive pricing and green fleets.

- **Rees Jeffreys Road Fund (£40k)**

Financial assistance for the education of transport professionals, improvement of the roadside environment and research into all aspects of roads, road usage and road traffic. Usually requires match funding. Applications are considered at the Trustees' meetings, held five times per year. The 2012 dates are: 17 April 2012, 26 June 2012, 11 September 2012, and 20 November 2012.

Council response: An application submission will be considered for additional carbon monitoring and analysis studies for highways journeys in the borough.

- **TfL funding opportunities**

Investigate sub regional funding for eco-driver training programme for companies in North London sub region and for Car2Go/car club pilot funding.

Council response: Council is considering option of introducing the Car2Go concept in the sub region, in terms of complementing the existing car club infrastructure in the borough and achieving CO₂ emission reductions from private car use.

- **Section 106/Developer contributions:**

Sustainable transport contributions through developer Section 106/278 contributions.

Council response: Section 106/278 contributions are sought for sustainable transport and accessibility improvements which can be related to delivering low carbon transport options. In future the Community Infrastructure Levy [CIL] would be used to contribute to transport infrastructure and to mitigate the transport impact of development.

- **Corporate Sponsors of Smarter travel initiatives.** Investigate opportunities.

Council response: We would seek sponsorship for smarter travel marketing campaigns targeting private car usage and active travel through joint marketing with large retail/ supermarket chains. (Tesco in Seven Sisters /Sainsbury in Tottenham or Green Lanes) Morrisons/M&S or 'The Mall-shopping City' in Wood Green/ Waitrose/Budgens/ M&S in Crouch End. Council should encourage large supermarket chains to offer free home delivery for online shopping.

- **London bus network review**

TfL hydrogen/hybrid low carbon bus fleet currently consists of 8 hydrogen buses operating on the RV1 route with a total of 300 Hybrid Buses operating in London by 2012. However these buses will be operating across the network and not specifically on routes in Haringey or the north London sub region. Transport for London's view is that low carbon buses are currently too expensive to roll out on a large scale, as a hybrid bus costs approximately £100k more to purchase than a conventional bus. If this is not achievable alternatives to decarbonise the public transport network should be considered.

Council response: A London bus network review is planned to take place in 2012 which would provide an opportunity for the Council and the North London sub region to lobby TfL to include requirements for hydrogen and hybrid powered buses to be provided on Haringey and north London routes when these routes come up for re-tendering.

3.3 **Question 3. How can the Council best influence the travel mode for the 88% of highway journeys which transcend the borough boundary? Are there specific journey purposes, origins and destinations to focus measures to reduce these travel demands?**

Appendix 4 summaries the 88% of Haringey's Highway journeys which transcend the borough boundary, and reveals the following journey information:

- Enfield is the destination for 44% of all Haringey's external journeys in the PM peak.
- For inter-peak car journeys from Haringey, Enfield is the destination for 32% of trips and Barnet is destination for 22% of journeys.
- Leisure / Shopping trips account for 56% of all Haringey's Car journeys.
- Enfield is the destination for 48% of all Haringey's Leisure and shopping trips in the PM peak.

The destination and journey purpose similarities for car trips between Haringey and neighbouring boroughs, especially Enfield, provide an opportunity to target specific types of car journeys with behaviour change interventions, working jointly with neighbouring north London boroughs through our respective Smarter travel programmes. This data will help focus the carbon reduction potential of our LIP schemes by targeting specific journeys with behaviour change interventions or infrastructure improvements, and working jointly with other north London boroughs through Haringey's Smarter travel programme.

- **Highway journey analysis**

Further analysis of Haringey's 88% of cross boundary highway data is required to establish destination and journey purpose trends, specifically focusing on the 56% of car journeys for leisure and shopping destinations.

Council response: TfL have agreed to provide further analysis of cross borough highway journey data to identify any destination/journey purpose trends. Smarter travel initiatives can then be targeted at these specific types of cross borough car journeys.

4.0 Recommendations and questions for consideration by the Carbon Commission

The following recommendations and questions have been developed from the findings of the carbon reduction analysis report and the key consultation feedback and Council responses summarised from the three questions above.

4.1 Smarter Travel programme

In order to maximise the CO₂ reduction benefits of Haringey's LIP programme, the Council should incorporate Personalised Travel Planning (PTP) schemes and efficient/eco driving training campaigns into Haringey's Smarter travel programme for funding in 2012/13 and 2013/14, as follows:

- £100K per year to deliver targeted PTP pilots in two catchment areas of approx. 15,000 households. Each area to be identified through mosaic data analysis.
- £40K per year to deliver Eco-driver training through purchase of drive simulator equipment. Use driver simulator as part of existing road show programme delivered by existing smarter travel road show, plus specific events targeted at local businesses and fleet managers for large employers.

The smarter travel budget has a LIP allocation of £578k in 2012/13 and £632k in 2013/14 to delivery initiatives under the following 3 programme headings:

- Cycling, Active Travel & Health,
- Reducing child casualties
- Improve air quality, reduce CO₂ emissions, traffic and congestion

The LIP programme of investment for 2012/13 and 2013/14 is provided in Appendix 5. It is considered essential that similar levels of LIP funding are allocated to the Smarter Travel Programme beyond 2013/14 to ensure continued delivery of these initiatives and to provide a funding option for expansion of the PTP catchment areas.

The carbon analysis report identifies a possible optimum CO₂ reduction scenario of 29.9% (an extra 10% cut in emissions) could potentially be achievable with additional investment of £750k a year. This funding would need to be focused on delivering borough-wide 'PTP' and 'efficient/eco driver training'. The Council would also be reliant on TfL introducing low carbon (hydrogen/hybrid) buses on all Haringey's high frequency bus routes.

This information can also be considered in terms of requiring an additional £75k annual funding for Smarter Travel measures to deliver an additional 1% reduction in CO₂ emissions.

Any additional funding allocated to Haringey's Smarter Travel programme would need to be found by increasing the level of funding from TfL or from an external source, such as European Funding through LEPT.

Questions for Carbon Commission

- How can additional funding be generated for investment in smart travel measures in times of very restricted public funding?
- Are there additional measures that should be considered to increase CO₂ reductions?

4.2 Sub regional and cross borough delivery

4.2.1 Smarter travel promotion

There are opportunities for cross borough delivery of smarter travel initiatives for Haringey and neighbouring boroughs with specific focus on reducing the carbon emissions of the 88% of highways journeys which transcend Haringey's boundary. The destination and journey purpose similarities for car trips between Haringey and neighbouring boroughs, especially Enfield (see appendix 4), provide an opportunity to target specific types of car journeys with behaviour change interventions, working jointly with neighbouring north London boroughs through our respective Smarter travel programmes. The Commission should consider how this can be most effectively delivered.

4.2.2 Promotion of electric vehicles

The Commission should consider the value of the Council working in partnership with NLTF boroughs, in expanding the Camden Council pilot scheme, providing local businesses with the opportunity to trial an electric car or van directly from the vehicle manufacturer, for businesses across Haringey and North London. The aim is that the manufacturer funds the trial, at minimal cost to the borough.

4.2.3 Freight initiative

The Commission is recommended to consider whether the Council should develop proposals, in partnership with NLTF boroughs, for a North London low carbon freight initiative to reduce vehicle emissions and improve local air quality by establishing freight travel plans which target large fleet employers, such as retail stores, incorporating the efficient drive training and low emission vehicle trials.

4.2.4 European funding opportunities

The Council will be developing European funding submissions through LEPT, and in partnership with NLTF boroughs and TfL, for initiatives that deliver modal shift from private car use to low carbon transport options, focusing on reducing emissions from cross boundary journeys. The Commission should consider other funding opportunities.

Question for Carbon Commission

What are the Commission's views on the recommendation to deliver cross borough and sub regional initiatives to target specific journeys and deliver CO₂ saving measures more cost effectively? How could this be supported at a regional level?

4.3 Lobbying TfL for hydrogen/ hybrid bus routes through Haringey & sub region

The Council and the NLTF boroughs is considering using a proposed London bus network review, commencing in spring 2012, to lobby TfL to require hydrogen and hybrid powered buses to be operational on Haringey and north London routes, when these routes come up for re-tendering. The Commission should consider if this approach is reasonable.

Question for Carbon Commission

What views does the Commission take on the need for greater regional level action focussing on bus routes to achieve higher CO₂ reduction target, given TfLs views on the prohibitively high cost of low carbon buses?

4.4 CO₂ reduction target review

The Carbon Commission should consider if the Council can realistically achieve a 40% reduction in ground based carbon emissions by 2020 or whether this target should be revised down to either 20% or a more ambitious 30%, to reflect the emission prediction scenarios from the carbon analysis report.

5.0 Further analysis

TfL are undertaking further analysis of Haringey's highway journey data to identify any destination/journey purpose trends, relating to Appendix 4, specifically focussing on the 88% of cross boundary journeys and the 56% of these journeys undertaken for leisure and shopping destinations. This information will be used to focus Haringey's and neighbouring borough's smarter travel initiatives.

TfL are also reviewing the content and methodology of Haringey's carbon analysis report, in regard to developing an emissions tool for boroughs to use for assessing the CO₂ reduction potential for LIP schemes. TfL will be using this information to assess how the Mayor's CO₂ reduction targets (60% CO₂ reduction by 2025) can be achieved on a sub-regional basis.

6.0 APPENDICES

Appendix 1 - 'Review of Haringey's LIP Measures to Achieve 40:20 Carbon Reduction Targets' Report + Appendix (Modelling technical note).

Appendix 2 - Summary of CO₂ emission reduction modelling forecasts for 2020 for all identified schemes

Appendix 3 - Consultation Summary

Appendix 4 - Summaries of Haringey's Highway journeys.

Appendix 5 - LIP programme of investment for 2012/13 and 2013/14