

## NOTICE OF MEETING

# ENVIRONMENT AND COMMUNITY SAFETY SCRUTINY PANEL

**Thursday, 9th March, 2017, 6.30 pm - Civic Centre, High Road,  
Wood Green, N22 8LE**

**Members:** Councillors Makbule Gunes (Chair), Barbara Blake, Clive Carter, Bob Hare, Stephen Mann and Anne Stennett

**Co-optees/Non Voting Members:** Ian Sygrave (Haringey Association of Neighbourhood Watches)

Quorum: 3

### 1. FILMING AT MEETINGS

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### 2. APOLOGIES FOR ABSENCE

### 3. ITEMS OF URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business (late items will be considered under the agenda item where they appear. New items will be dealt with as noted below).

### 4. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct.

## **5. DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS**

To consider any requests received in accordance with Part 4, Section B, Paragraph 29 of the Council's Constitution.

## **6. MINUTES (PAGES 1 - 14)**

To approve the minutes of the meetings of 8 and 21 December 2016.

## **7. CABINET MEMBER QUESTIONS; CABINET MEMBER FOR COMMUNITIES**

To question the Cabinet Member for Communities, Councillor Eugene Ayisi, on current developments arising from his portfolio.

## **8. VIOLENCE AGAINST WOMEN AND GIRLS UPDATE (PAGES 15 - 28)**

To receive an update on Violence Against Women and Girls (VAWG) including;

- Progress with the implementation of the recommendations of the scrutiny review on the issue;
- Progress with the implementation of the Iris Scheme by Haringey CCG;
- Information regarding referrals.

## **9. HARINGEY'S SUSTAINABLE TRANSPORT PROGRAMME (PAGES 29 - 46)**

To consider an overview of the sustainable transport schemes and initiatives the Council is proposing to deliver, including the following:

- Reducing motor vehicle use and improving sustainable transport use in the borough;

- Achieving a more equitable balance between drivers, pedestrians and cyclists on our roads;
- Encouraging people to change their travel habits to help improve local air quality;
- The expansion of car clubs; and
- Supporting people to use more sustainable forms of transport.

**10. GREEN LANES AREA TRANSPORT STUDY (PAGES 47 - 88)**

To report on the Green Lane Area Transport Study, including Wightman Road.

**11. WORK PROGRAMME UPDATE (PAGES 89 - 98)**

To consider the future work plan for the Panel.

**12. NEW ITEMS OF URGENT BUSINESS**

To consider any items admitted at item 3 above.

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Bernie Ryan  
 Assistant Director – Corporate Governance and Monitoring Officer  
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Wednesday, 01 March 2017

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**MINUTES OF THE MEETING OF THE ENVIRONMENT AND  
COMMUNITY SAFETY SCRUTINY PANEL HELD ON THURSDAY,  
8TH DECEMBER, 2016, 6.30 - 8.30 pm**

**PRESENT:**

**Councillors: Clive Carter, Bob Hare, Stephen Mann (in the Chair) and  
Anne Stennett**

**6. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Barbara Blake and Gunes and Mr Sygrave.

**7. ITEMS OF URGENT BUSINESS**

None.

**8. DECLARATIONS OF INTEREST**

None.

**9. DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS**

None.

**10. MINUTES**

**AGREED:**

That the minutes of the meeting of 4 October 2016 be approved.

**11. CABINET MEMBER QUESTIONS; CABINET MEMBER FOR ENVIRONMENT**

Councillor Peray Ahmet, the Cabinet Member for Environment, reported on key areas within her portfolio;

- The Council's new Kingdom enforcement team had recently begun their work within the borough. They had issued 198 Fixed Penalty Notices (FPNs) so far and 47 of these had already been paid. There had only been 4 appeals to date, which compared well with the figure of 586 FPNs which were issued in the whole of last year. The FPNs had mainly be served in the Wood Green, Tottenham and Turnpike Road areas and covered issues like spitting and dropping cigarette ends.

- It had been agreed to reinstate twice weekly street sweeping on housing estates in the new year. Homes for Haringey were working with the Council to implement this.
- In respect of the Council's contract with Veolia, savings proposals were due to be consulted upon shortly. Walkabouts with Veolia had recently been introduced and ward Councillors had been included in these. The feedback in respect of these had been very positive and they provided a useful opportunity to build relationships.
- She had attended the Friends of Parks Forum on 5 November. She would be holding a specific discussion on the regeneration of parks.
- She had visited Channing School regarding parking issues that had been raised by residents in relation to the Bank.

Panel Members welcomed the increased level of enforcement and requested details of the nature of appeals received. The Cabinet Member stated that she was not party to that level of detail. Steve McDonnell, the Assistant Director of Commercial and Operations, reported that Kingdom obtained a recovery rate of 60-65% on FPNs that they had issued elsewhere. At the moment, Kingdom were just dealing with litter but their role was likely to develop. Specific consideration would be given to their use on housing estates. In other areas where Kingdom had worked, awareness of their presence had grown and resulted in a reduction in the amount of litter dropped, even though the risk of being fined was still small. The Cabinet Member commented that it was important that a similar awareness was developed in Haringey.

Panel Members commented that the black boxes that were being used to store refuse collected by street sweepers elsewhere in the borough might be suitable for use in Highgate. They had appeared to work well elsewhere in the borough. Officers agreed to contact ward Councillors regarding this issue.

## **12. STREET CLEANSING, WASTE AND RECYCLING: CURRENT PERFORMANCE**

Tom Hemming, the Waste Strategy Manager, reported on the latest statistics for street cleansing, waste and recycling. Performance was measured using national indicator 195, which measured the percentage of streets that fell beneath an acceptable level of cleanliness.

In respect of street cleansing, current levels were within contractual targets. However, service changes had led to a negative impact on performance when they had been introduced earlier in the year and this had been particularly pronounced in some wards. However, the most recent data had shown levels had returned what they had been in 2015/16. Performance in respect of detritus had performed similarly.

Steve McDonnell, Assistant Director of Commercial and Operations, reported that the temporary drop in performance was probably due to the need to re-design the beats of street sweepers. This impacted on the service as it took time for staff to get used to their new beat and familiarise themselves with any problems.

Mr Hemming stated that there had not been a marked change in the number of complaints but it was still important that they were carefully monitored. Panel Members drew attention to the higher percentage of complaints that were either not completed or rejected. Mr McDonnell stated that this was probably due to the service changes. As there was a reduced level of sweeping in many areas, complaints were less likely to be the responsibility of the contractor.

Mr Hemming reported that resident satisfaction figures were the highest that they had been. However, survey data from the period after the service changes had been made would need to be closely scrutinised to see if there was any impact. The survey was of 1100 residents and cross borough in nature and required to be representative of the local population. The Panel noted that there were pockets of difference between wards including some between the east, west and centre of the borough. However, respondents were not necessarily evenly spread between wards.

The Panel expressed their appreciation of the efficient response to graffiti and thanked officers for this.

In respect of fly posting, Mr Hemming reported that performance for this had improved markedly after shop replacement window stickers were removed from the figures. In respect of posters advertising raves, it was noted that it was possible to prosecute. This could be done either through telephoning the number on the poster or attending the event in question. Prosecutions in respect of these events had gone down. Information on any hotspots within the borough would be welcome.

The figures for fly tipping highlighted that this was a continuing issue. There were around 3,000 incidents every calendar month. Work was currently taking place on a number of measures to address the issue. This was likely to include the use of Kingdom to levy £400 fixed penalty notices on offenders. The Council's anti social behaviour and enforcement teams were in the process of being restructured and it was hoped that this would give them a clearer focus on fly tipping. The aim was to increase the perception of risk.

In answer to a question, it was noted that there was an awareness of hotspots for fly tipping. In some areas, CCTV was used and it could be a useful means of obtaining intelligence but was less effective in assisting directly with prosecutions. It was acknowledged that further consideration needed to be given to the issue.

Mr McDonnell commented that there was a difference between covert and overt use of CCTV. Covert use needed to be agreed by a magistrate whilst overt use needed to be advertised by a notice. He felt that, whilst there was a role for CCTV when vehicles were being used, it needed to be borne in mind that the vast majority of fly tipping was done by local people.

In answer to a question, Mr Hemming acknowledged that the current target, which related to the number of fly tips reported by residents, was not the most appropriate and that a better measure needed to be developed. It was important that residents were encouraged to report fly tips. He reported that the largest categories of fly tips were black bags, furniture and white goods.

It was noted that there was a downwards trend for missed collections. However, there was a noticeable seasonal effect when staff were on annual leave and their shifts were covered by other staff. Mr McDonnell commented that there was a need for Veolia to train staff covering for annual leave appropriately to ensure that collections were not missed. The majority of the refuse fleet was tracked by GPS but, although this was a useful management tool, it was unable to tell if collections had been missed.

In respect of recycling, Mr Hemming reported that the target was just above 40%. Last year was the first that the target had not been reached. There had been a change in the law regarding standards and sorting of recycled items was now a lot stricter. More was being rejected than ever before and this had reduced recycling levels by approximately 1.5 – 2%. A number of actions were being taken to address the issue. Communication and engagement with residents was being used to address this. In particular, stickers were being placed on bins to encourage residents to put refuse in the right bin to reduce the amount of contamination. However, these had not proven to be very effective. A staged enforcement approach was now being trialled, with engagement, education and visits used. Community Protection Notices could now be used address the issue. Houses in multiple occupation (HMOs) tended to be the worst offenders and letter could be served on residents and landlords.

In answer to a question, Mr Hemming stated that the service aimed to keep messages simple regarding what could be recycled. Containers could normally be recycled but the many different types of plastic available was a challenge. The biggest challenge was communicating the fact that garden and food waste need to be recycled separately from packaging. Mr McDonnell commented that residents often felt that they were doing the right thing and this had been taken into account in addressing the issue. However, there was now an element of enforcement.

Mr Hemming reported that action had been focussed on the 100 properties which were the worst offenders. Action had proved to be quite effective and the threat of enforcement had helped reduce those that could potentially face action to single figures.

The Panel noted that there were different systems for recycling and there had been considerable debate about the respective merits of source separation and co-mingling. Although source separation provided had previously provided better quality, new technology had led to improvements in co-mingling. The decision on which system to use was down to local circumstances and collection costs. Mr McDonnell commented that when the recycling contract had been tendered, the quote given for source separation had been prohibitively high. In addition, it also required special vehicles. It was also wished to ensure that recycling was as easy as possible. The Cabinet Member stated that Haringey nevertheless had one of the highest rates of recycling in London.

Mr Hemming stated that whole loads could be rejected. In such circumstances, the Council incurred additional disposal costs.

**AGREED:**

That the report be noted.

### **13. PREVENT STRATEGY UPDATE**

Christina Andrew, Prevent Policy Officer, provided an update to the Panel on progress with the Prevent initiative.

She stated that she was unable to share data regarding referrals with the Panel as this had been deemed sensitive. Haringey had become a Prevent local authority in 2012 and the scheme was currently funding the post of Prevent Co-ordinator, which she was covering at the moment. The Home Office had also recently announced funding for a schools officer who would assist in providing support for training in schools.

Prevent was funded by the Office of Security and Counter, Terrorism (OSCT) which had an oversight of annual delivery plans, funding, monitoring and evaluation of projects. Prevent work was led locally by the Haringey Prevent Delivery Group (HPDG) which was a partnership group and reported to the Community Safety Partnership (CSP).

Haringey had been selected to take part in the Dovetail Pilot. This provided the Council with greater responsibility for the functioning of the Channel Panel, which brought together a range of partners, including the Police, health and schools. It also now included a psychiatric nurse as many people referred had mental health issues. However, few referrals came directly from mental health services. The Channel Panel was considered to be working well.

Ms Andrew reported that there had been an increase in hate crime in the last quarter. There were a number of factors that were felt could have contributed to this, including Brexit, and these were being investigated. Training on third party reporting had been delivered to several faith institutions, Registered Social Landlords and voluntary and community sector organisations in Haringey. More sessions were being planned to ensure that there was a range of organisations able to support people and to provide additional options for people not comfortable with reporting directly to the Police.

She stated that Haringey was receiving funding from the Home Office to deliver two community based projects in 2016/17:

- Web Guardians was a scheme delivered by the Jan Trust that aimed to build knowledge amongst mothers of internet usage and online safety of their children; and
- The Young Leaders Project was being delivered in CoNEL and Haringey Sixth Form College and aimed to build young people's leadership skills whilst educating them on the Prevent strategy and related issues such as community cohesion and engagement.

Training has been delivered to schools and governors across the borough as well as refresher sessions were being delivered to school senior leadership teams and designated safeguarding officers. In addition, all schools and council services were required to have a Prevent specific section in their policies.

Although she was not at liberty to disclose the number of referrals, Ms Andrew reported that they had been lower in recent months than those of other Prevent boroughs. Most referrals came via schools. In addition, significant numbers were received from the Police and Homes for Haringey.

In answer to a question, she reported that project with the Jan Trust was aimed at reducing the risk of children and young people being groomed on line through providing mothers with basic IT skills. She stated that clusters of intolerance could be followed up on as well as situations where people had expressed sentiments that could be interpreted as inflammatory.

**AGREED:**

That the report be noted.

**14. WORK PROGRAMME UPDATE**

The Panel noted that the current review on fear of crime was likely to be completed by March. Once this had happened, it would be possible for the Panel to start work on a review of one of the two issues that it had been agreed work would take place. Panel Members expressed the wish that in-depth work be undertaken on the issue of parks and that at least the scope and terms of reference for this be completed by the end of the municipal year. It was noted that there was currently a Parliamentary Select Committee looking at the future of parks in the UK. It had received over 300 submissions so far, including one from the Friends of Finsbury Park.

**AGREED:**

That, subject to the above mentioned comments, the work plan be approved.

CHAIR:

Signed by Chair .....

Date .....

## **MINUTES OF THE MEETING OF THE ENVIRONMENT AND COMMUNITY SAFETY SCRUTINY PANEL HELD ON WEDNESDAY 21ST DECEMBER 2016 (BUDGET)**

### **PRESENT:**

**Councillors: Makbule Gunes (Chair), Barbara Blake, Clive Carter,  
Bob Hare and Anne Stennett**

**Co-opted Member: Ian Sygrave (Haringey Association of Neighbourhood  
Watches)**

### **15. APOLOGIES FOR ABSENCE**

An apology for absence was received from Councillor Stephen Mann.

### **16. ITEMS OF URGENT BUSINESS**

None.

### **17. DECLARATIONS OF INTEREST**

None.

### **18. DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS**

None.

### **19. MEDIUM TERM FINANCIAL STRATEGY 2017/18 - 2021/22**

The Panel considered the proposals relating to Priority 3 within the Council's Medium Term Financial Strategy (MTFS) as follows:

#### *3.1 Charging for Green Waste - Income Generation*

Stephen McDonnell, the Assistant Director of Commercial and Operations, reported that the proposal was intended to raise £750,000 per annum in income. However, there was no guarantee that residents would opt into the scheme. A 20% participation rate had been achieved in Brent though. The level of income anticipated had been based on a similar rate being achieved in Haringey and was equivalent to 12,000 homes. There was a risk that residents would put green waste in residual bins instead. It was therefore proposed that home composting bins be offered to residents at cost price. A major communications campaign was planned to promote the change. 40% of London boroughs currently charged for collecting green waste.

The Panel noted that there was lower demand for green recycling in the east of the borough, where people tended to have smaller gardens. It was also intended to offer

pre paid sacks to residents. The rate of £75 per year was around the median of what London boroughs charged and worked out at just over £1 per week. The £75 was for a green wheelie bin whilst the sacks could be paid for at customer service centres. Collection was universal at the moment and it was arguable that those who did not use it were subsidising those who did. Houses that had opted into the scheme would be identified by having the green bins.

### *3.2; Charging for Bulky Household Waste*

Mr McDonnell reported that the intention was to raise £400,000 in income through this. It would cost £25 for four items plus £10 for every additional item. The envisaged income was based on 11,500 collections per year. It was not felt that it would impact significantly on recycling levels. There was a risk that the proposals would lead to an increase in fly tipping and reduce the levels of resident satisfaction. However, experience from elsewhere had shown only minor impacts on levels of fly tipping. There would also be an extensive communications campaign to promote the change.

Concern was expressed by the Panel that the proposal would increase the level of fly tipping, which was felt to present a high risk. In addition, items that were fly tipped were normally removed quickly which might make paid collection of items less attractive. In addition, it was felt that the projected increase in income of £400,000 might be difficult to achieve.

The Panel noted there had been extensive discussion with Veolia regarding this proposal and they would be taking on the financial risks associated with this proposal. Their perception was that the level of risk was low. It was considered that the proposals would not make a significant difference to those people who were inclined to fly tip. In addition, it was frequently found that when collection vehicles currently visited addresses to collect bulky items, they had not been put out.

### **AGREED:**

That concern be expressed at the potential for the proposal to lead to an increase in fly tipping and the achievability of the additional income specified and, in the light of this, the following take place:

- A communications campaign with emphasis on the current penalty of £400 for fly tipping;
- Consideration of an increase in the level of the penalty; and
- Quarterly monitoring of the impact, benchmarked from the date of implementation of the proposal and, in addition, a full review after a year.

### *3.3; Charging for Replacement Wheelie Bins*

Mr McDonnell reported that the Council currently replaced 8,000 wheelie bins per year. The intention was to cut this by 50%. There was a risk that the proposals would lead to an increase in the number of stolen bins but there was a mitigation plan to reduce any issues that might arise. In answer to a question, he stated that people normally requested replacement bins due to them being damaged or missing. It was felt that if bins had no value, they were less likely to be looked after by residents.



Panel Members raised the issue of bins that were damaged during collection by either refuse vehicles or refuse collectors. Mr McDonnell accepted that this might be an issue. However, there were currently no controls on the replacement of bins.

**AGREED:**

1. That data be circulated to the Panel on the impact of charging in other boroughs;
2. That there be discretion to waive the charge if there is evidence of bins being damaged during collection;
3. That bins be made more clearly identifiable as being from Haringey;
4. That the potential for the proposal to impact adversely on income levels be noted; and
5. That the impact on the number of replacement bins requested be monitored.

*3.4; Charging for recycling bins and increasing residual bins for RSLs, Managing Agents, Developers etc...*

The Panel noted this proposal.

*3.5; Flats Above Shops – Provision of bags: Service reduction*

Mr McDonnell reported that it was aimed to save £120,000 per year from no longer delivering refuse bags to flats above shops. A communication plan would be developed to support the changes.

Panel Members were of the view that the delivery of bags had not resolved littering problems arising from flats above shops. They requested that the option of posting bags out to flats also be explored in order to assist those people who might have difficulty in getting to a library or a customer services centre.

**AGREED:**

That consideration be given to posting out of refuse bags to residents.

*3.6; Reduce Outreach/ Education team*

Mr McDonnell reported that the proposal involved reducing the number of staff in the outreach team by four. There would be a need to focus the work of remaining staff on areas that would have the greatest impact. In answer to a question regarding whether this would affect work with problem properties, he stated that action would still be taken but possibly using other methods. Not all action that out been taken by the team had proven to be successful and, in particular, it was felt that a focus on licensing might prove to be a more effective way of addressing issues related to houses in multiple occupation (HMOs).

Panel Members felt that the Outreach Team could be very effective and expressed concern that the reduction in size might be a retrograde step.

*3.7; Closure of Park View Road R&R - Service reduction*

Mr McDonnell reported that Western Road R&R site could be used as an alternative to Park Road when it closed and was big enough to accommodate the additional demand. In addition, there were a number of other R&R sites in neighbouring boroughs that were nearby and a new site was due to open in Edmonton in 2021. There would be a communications campaign to support the change.

The Panel noted that North London Waste Authority (NLWA) policy aimed to ensure that 95% of North London residents lived within 2 miles of an R&R facility. The current coverage within this radius was around 76%. NWLA undertook a survey at each site so see where items were coming from. A number of residents from other boroughs currently used Haringey's facilities.

Concern was expressed by the Panel at the potential for the proposal to lead to an increase in fly tipping, especially when combined with the proposal to charge for the collection of bulky household waste. It was felt that the success of the proposal would be very dependent on the effectiveness of the communications campaign.

The Panel noted that those people who were likely to fly tip were not likely to be influenced by the proximity of R&R facilities. Fly tipping was currently an issue in the area close to Park View Road. The communications campaign would include fliers and information in Haringey People. Although there had also been reductions in the Council's Communications Team, there was also capacity within Veolia.

**AGREED:**

1. That statistics for comparative customer numbers and tonnage of waste collected at both R&R sites be circulated to Panel Members; and
2. That the impact of closure be monitored closely for any impact on the level of fly tipping.

*3.8; Veolia Operational Efficiencies*

Mr McDonnell reported that a number of efficiency savings had been identified. The service would still nevertheless seek to deliver existing operational and performance outputs. Each proposal would be trialled over a set period. In respect of the proposals regarding graffiti removal, the service would become more reactive in nature. There would be no change in arrangements for the removal of offensive or racist graffiti, which would continue to be removed within 24 hours.

In respect of the proposals regarding the commercial waste portfolio, the Panel requested details of how many additional customers would be required to generate the income specified.

Panel Members felt that the graffiti service was excellent and that their proactive work was a major part of this. They were therefore concerned that the proposal might have an impact on the levels of graffiti. It was noted that problems with graffiti were an issue across the borough and, in particular, had been an issue in the west.

**AGREED:**

1. That figures for the increase in Council/Veolia customers anticipated in the proposal to increase the commercial waste portfolio be circulated to the Panel; and
2. The some capacity be maintained for proactive work by the graffiti service.

*Street Cleansing Waste, Recycling – Overall*

**AGREED:**

That the Panel express its concern at the potential cumulative impact of the range of proposed changes to street cleansing, waste and recycling.

*3.9; Rationalisation of Parking Visitor Permits*

Ms Cunningham reported that it was proposed to increase visitor permit charges from 35p to 80p per hour. This was in line with the amount charged in other boroughs. In addition, it was intended to rationalise concessionary rates, which would make administration simpler. Permits were bought in high volumes and it was possible that they were being sold onwards. It was hoped that the increase would reduce any instances of them being sold onwards.

Panel Members felt that it was unfortunate that the increases had not be introduced in a graduated way. It was noted that there was provision for carers to buy permits at a reduced rate as well as a traders permit. Concern was expressed that the age for the concessionary rate had been set at 75, which was felt to be too high. The Panel also requested further information on for sales of permits broken down by controlled parking zone (CPZ).

**AGREED:**

1. That figures be provided for sale of permits, broken down by CPZ;
2. That the age for the concessionary rate be reduced from 75 to 65; and
3. That future increases in price be staged.

*3.10; New Parking Operating Model*

Ms Cunningham reported that the parking enforcement function in most boroughs had been out sourced and it had been estimated that savings of £920,000 could be made if Haringey did the same. However, there was a risk that income levels could be affected adversely during the transition period. Mr McDonnell stated that Enforcement Officers in Haringey typically earned around £30,000 per annum whilst the salaries offered by some private companies were around £17 – 20,000. There were also savings to be made in respect of terms and conditions.

The Panel noted that TUPE would apply at transfer but the new provider would probably look to review terms and conditions in due course. The proposal was currently that the market be tested in order to determine the potential benefits of

adopting a new model of provision. The issue would be discussed with relevant trade unions. There was currently a need for additional enforcement officers. The Council would insist that any new provider paid staff the London Living Wage. Consideration of the issue was at an early stage. A decision on the procurement would need to be made in due course by Cabinet, following consideration of all of the relevant issues.

The Panel expressed concern that the proposal, if implemented, would lead eventually to a two tier workforce. This could carry the risk of legal challenge on equal pay grounds. In answer to a question, Ms Cunningham stated that there were challenges to providing the service in-house and these could limit its potential for growth.

**AGREED:**

That concern be expressed about the proposal and that a full report on the issue, including an equalities impact assessment, be submitted to overview and scrutiny once market testing has taken place and before a decision is taken on procurement by Cabinet.

*3.11; Relocation of Parking/CCTV Processes and Appeals*

Ms Cunningham reported that the proposal was to re-locate the administration of 1<sup>st</sup> stage appeals outside of London. The 2<sup>nd</sup> stage would remain in-house. It had proven difficult to recruit staff locally. There were a number of potential models and Islington Council had continued to directly employ staff despite them being based in Manchester. It was hoped that the proposal would lead to a more efficient and better service. The intention was to test the market before a decision was made on whether or not to proceed with the procurement.

The Panel expressed concern that staff were being placed in the position of having to choose between moving away from their community or losing their job.

**AGREED:**

That concern be expressed about the proposal and that a full report on the issue, including an equalities impact assessment, be submitted to overview and scrutiny once market testing has taken place and before a decision is taken on procurement by Cabinet.

*3.12; Cashless Parking Payments*

The Panel noted that the majority of local authorities were moving to cashless payments. However, there would still be back up provision for cash.

*3.13 – 3.14; Online Parking Permit Applications & Visitor Permits & Parking New IT Platform*

Concern was expressed by the Panel at the implications for people without access to IT equipment or who were unable to use it. Mr McDonnell stated that they would still be able to access the service and agreed to provide details of the proposed pathway.

**AGREED:**

That details of service provision for residents without access to IT facilities be circulated to the Panel.

*3.15; Increase in CO2 Parking Permit Charge*

Anne Cunningham, Head of Traffic Management, reported that it was intended that the proposal would raise additional income of £400,000. It was based on the DVLA model and was consistent with Council policies. The charges would be higher for properties with two or more cars. It was acknowledged that the proposals were not going to be popular. They would also require changes to the Council's IT systems. It was difficult to compare it with the current scheme as the banding system was different.

CHAIR: Councillor Makbule Gunes

Signed by Chair .....

Date .....

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<b>Report for:</b>	Environment and Community Safety Scrutiny Panel, - 09.03.17
<b>Item number:</b>	
<b>Title:</b>	Violence Against Women and Girls Update 2017
<b>Report authorised by :</b>	Jeanelle De Gruchy – Director Public Health
<b>Lead Officer:</b>	Fiona Dwyer Strategic Lead Violence Against Women and Girls <a href="mailto:fiona.dwyer@haringey.gov.uk">fiona.dwyer@haringey.gov.uk</a> ext 1501
<b>Ward(s) affected:</b>	N/A
<b>Report for Key/ Non Key Decision:</b>	N/A

## 1. Describe the issue under consideration

The Environment and Community Safety Scrutiny Panel examined the council and partners' role in the identification, prevention and reduction of domestic violence and abuse in Haringey. Their resultant report was considered by the Overview & Scrutiny Committee at their meeting in March 2015 when a range of recommendations presenting workable solutions designed to build on the already good work being undertaken by the council and partners were agreed. An update of recommendations was provided in March 2016.

A further update has been requested on:

- Progress with Implementation of Recommendations of Scrutiny Review;
- Progress with Implementation of the Iris Scheme by Haringey CCG;
- Details of where referrals come from

Appendix 1 lists the recommendations and provides an update from the Violence against Women and Girls Strategic Group.

Appendix 2 highlights the progress of the implementation of the IRIS scheme.

Appendix 3 outlines where the referrals to the Multi-Agency Risk Assessment Conference have come from in Q1-Q3 2016/2017.

## 2. Cabinet Member introduction

Addressing violence against women and girls (VAWG) forms part of our local partnership approach to improving health, safety and wellbeing in the borough. Tackling VAWG is a priority within the 2015-2018 Corporate Plan's *Clean and Safe* objective. Under Priority 3, Haringey has made a clear commitment to prevent and reduce violence against women and girls. As Cabinet Member for Communities, I welcome the development of the 10 year Strategy which supports our aim of reducing

the disproportionate impact of abuse on women and girls and which supports the implementation of the recommendations of the Committee.

The Violence Against Women and Girls Strategy (2016-2026) is a partnership strategy and is reflective of the concerns of local residents, professionals and statutory and voluntary agencies across the borough. The 3 year action plan to deliver the strategy currently under development makes clear that a coordinated community response is the key way of ensuring that our strategic approach will be achieved.

### 3. Recommendations

Note the progress on the recommendations as set out in Appendix 1, the IRIS update and current referral routes.

### 4. Reasons for decision

The 10 year Violence Against Women and Girls Strategy is a clear driver for the work on ending VAWG in Haringey. The Strategy is a clear, partnership approach. The first 3 year action plan is currently being drafted and the recommendations of the Committee have been included within it where progress still needs to be made.

### 5. Background information

The 10 year Violence against Women and Girls Strategy (2016-2026) was launched in November 2016. The Strategy sets out our 10 year ambitions (2016-2026) for addressing and preventing violence against women and girls in Haringey.

The Strategy covers four key priorities: developing a coordinated community response; prevention; support for victim/survivors and holding perpetrators accountable.

The Strategy has been developed in partnership with a wide range of statutory, voluntary and community organisations from across Haringey. We have utilised existing evidence around 'what works' in addressing and preventing violence against women and girls. We will ensure that we co-produce all of our action plans with communities and survivors to ensure that we deliver meaningful change.

### 6. Contribution to strategic outcomes

The Violence Against Women and Girls Strategic Group reports to the Community Safety Partnership and focusing on domestic and gender based violence is a specific workstream within the 2013-2017 Community Safety Strategy.

The Violence Against Women and Girls strategy also contributes to Haringey's *Health and Wellbeing Strategy 2015-2018*, especially Priority 3: Improving Mental Health and Wellbeing.

Addressing and preventing violence against women and girls is a priority within the 2015-2018 Corporate Plan's *Clean and Safe* objective under which there is a specific objective around preventing violence against women and girls.



The Violence Against Women and Girls Strategy also contributes to delivering the Corporate Plan's *Outstanding for all* objective, Priority 1: *Enabling every child and young person to have the best start in life, with high quality education* and Priority 2: *Enable all adults to live healthy, long and fulfilling lives*.

## 7. Use of Appendices

Appendix 1: Updates concerning the Scrutiny Panel's recommendations

Appendix 2: Updates on the progress of the IRIS project

Appendix 3: Details of referring agencies to MARAC Q1-Q3 2016/2017

## 8. Local Government (Access to Information) Act 1985

N/A.

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## Appendix 1: Response to the recommendations of Environment and Community Safety Scrutiny Panel Violence Against Women and Girls update March 2017

No	Scrutiny Panel Recommendation	Agreed Partially agreed Not agreed	Budget implications	Response	Timescale and lead	Update
1	<i>That information be shared with the Panel by the Violence Against Women and Girls Strategic Group for their plans on how the views of service users will be obtained and responded to. (Paragraph 3.15) (Strategic Group)</i>	Partially agreed	Approximately £4 000 required to support survivor consultation, along with additional officer capacity to be identified to progress this work	A position paper on service user consultation has been agreed by the Strategy and Advisory Group  Service user consultation will be used to help inform the development of this agenda, including an awareness campaign to coincide with the launch of the new IDVA service	If budget and support agreed, by March 2016 Advisory Group	A 12 week consultation was held from 1 <sup>st</sup> August 2016 – 10 <sup>th</sup> August 2016. 37 survivors took part in 6 focus groups across the borough. A consultation report has been published online: <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/consultation_report_2016.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/consultation_report_2016.pdf</a>
2	<i>That a clear timeframe be set by the Violence Against Women and Girls Strategic Group for the approval of a referral pathway. (3.17) (Strategic Group)</i>	Agreed	None	A timetable for redesign and approval of the new domestic violence referral/care pathway is now agreed to commission the new Independent Domestic Violence Advocacy Service		Complete
3	<i>That work to develop the referral pathway focus upon simplifying the process and establishing a single point of entry. (3.17) (Strategic Group)</i>	Agreed	Note that the pathway would require one additional IDVA: £49 000	*Pathway has been consulted on and final options have been agreed. Additional IDVA resource will come on line once existing resources within the current DV pathway are reviewed and realigned as part of the longer term	By July 2015  VAWG Commissioning Group	Complete

				work on the violence against women and girls strategy		
No	Scrutiny Panel Recommendation	Agreed Partially agreed Not agreed	Budget implications	Response	Timescale and lead	Update
4	<i>That the Strategic Group develop proposals for publicising domestic violence and abuse services and, as part of this, consideration be given to joint commissioning. (3.20) (Strategic Group)</i>	Partially agreed	Partnership communications and publicity campaign budget to be identified and agreed – approximately £10 000 for year one  Bid made for this to the joint police and community safety team Performance Related Grant	A violence against women and girls service directory for professionals and practitioners is produced and circulated across the partnership. This is updated on a quarterly basis.  A borough publicity campaign that will be developed and launched to coincide with the new IDVA service and referral pathway	By 1 <sup>st</sup> April 2016  VAWG Strategy Group, VAWG Advisory Group, VAWG Commissioning Group and LBH Comms	A strategy for a partnership communications' campaign is currently being developed. Funding should be identified for a campaign by end March 2017.  We have publicised the new IDVA service within our networks and it has featured in In Haringey. A larger communications campaign is planned for 2017/2018.
5	<i>That the Strategic Group, working together with the Local Safeguarding Children's Board (LSCB), develop proposals for multi agency training on Female Genital Mutilation (FGM) for health and social care professionals and that Members also be included in relevant training on the issue. (3.25) (Strategic Group)</i>	Partially agreed	A budget to commission training would be required – approximately £5000 for 5 multi agency sessions,  Officer capacity to coordinate the courses would also need to be identified	A Harmful Practices Working Group looking at free training offer via Ascent. Government FGM E learning course circulated by LSCB and VAWG partnership (and to members). Other free training opportunities will be identified and circulated to the partnership (and members)  Twilight violence against women and girls trainings	By March 2016. Co Chairs of Harmful Practices Working Group – with support of VAWG Strategic Lead, VAWG Coordinator and LSCB SAB joint business manager	Complete  Twilight sessions have been offered to members on wider VAWG issues. Sessions can be organised with members on FGM specifically now that the VAWG Coordinator is in post.

				session for members to be delivered to coincide with the UN Day for the eradication of violence against women (25 Nov 2015 and the accompanying 16 days of activism)		
No	Scrutiny Panel Recommendation	Agreed Partially agreed Not agreed	Budget implications	Response	Timescale and lead	Update
6	<i>That consideration be given by the Strategic Group to developing multi agency and multi disciplinary training on domestic violence and abuse. (3.25) (Strategic Group)</i>	Partially agreed	<p>A budget to commission training would be required – approximately £20 000 for a range of knowledge awareness raising and skills/practice based sessions.</p> <p>In addition a new officer role would be necessary to coordinate all aspects of the training</p>	<p>A training needs assessment has been conducted with support of the LSCB Training Subgroup and SAB training Subgroup. There was a very low response rate. The LSCB Training Sub Group will undertake an agency audit of DV training delivered in partner agencies</p> <p>The LSCB deliver 2 training sessions a year on safeguarding children and domestic violence</p> <p>Minimum standards for violence against women and girls training is being drafted, and will be presented to the two training sub groups and the VAWG (advisory and strategy group) for</p>	By September 2015 Chair of Strategic Group in conjunction with SAB and LSCB and training sub groups and joint business manager	<p>A training task and finish subgroup of the VAWG Strategic Group has been established. This multi-agency and multi-disciplinary group will develop minimum training standards, training packages and a 'train the trainers' programme.</p> <p>Members of the VAWG Advisory Group, LSCB and SAB are on the Training and Development task and finish group and once the standards have been drafted they will be presented to LSCB, SAB, VAWG Advisory Group and VAWG Strategic Group. This will be in Q1 2017/8</p>

No	Scrutiny Panel Recommendation	Agreed Partially agreed Not agreed	Budget implications	endorsement Response	Timescale and lead	Update
7	<i>That consideration be given by the Violence Against Women and Girls Strategic Group on how best to secure the regular engagement of local NHS acute trusts and the Mental Health Trust on a basis that is achievable and sustainable. (4.2) (Strategic Group)</i>	Agreed	None	Key health representatives have been written to by the chair to request their attendance and engagement  The new Vice-Chair of the Strategic Group has had a specific focus on engaging health partners		Complete
8	<i>That the options of providing hospital based IDVAs by joint commissioning between boroughs whose residents use the same hospitals and/or the re-location of one or more of the boroughs IDVAs to local hospitals be considered by the Community Safety Partnership, in consultation with the CCG. (4.40) (Community Safety Partnership)</i>	Not agreed	Additional resources will need to be identified by all boroughs and agreed to fund IDVA provision  A hospital based IDVA Service working across 3 boroughs would require approximately additional funding of £250 000 to be secured across the boroughs for 4 FTE IDVAs and a service manager	This is a complex issue as further discussion and agreement is required with various Community Safety Partnerships and various CCGs and project development and coordination.	To be part of the discussions by the Violence Against Women and Girls Commissioning Group	This will be added to the VAWG Commissioning Group forward plan for 2017/2018 and consideration being given to re-location of high risk services under the referral model
9	<i>That the Violence Against Women and Girls Strategic Group work together with partners to ensure that all relevant professionals understand and receive training on completing the referral form for domestic violence and abuse (the CAADA DASH RIC) in order to promote its wider use. (4.44) (Strategic Group)</i>	Agreed	None	As part of the coordination arrangements for the Multi Agency Risk Assessment Conference, training and briefing sessions are delivered every quarter by the MARAC Coordinator on the use of the CAADA	Ongoing (business as usual) Chair of MARAC, Chair of MARAC Steering Group and MARAC	Ongoing. High numbers of partner agency referrals demonstrating wide use of DASH. MARAC Domestic Abuse training is held at least once per quarter. Uptake has been high with additional training sessions

				DASH RIC (and the MARAC process) to professionals and practitioners	Coordinator	provided.
No	Scrutiny Panel Recommendation	Agreed Partially agreed Not agreed	Budget implications	Response	Timescale and lead	Update
10	<i>That, in view of the strong evidence of the effectiveness of the IRIS scheme in facilitating the detection of domestic violence and abuse, the Haringey CCG reconsider its decision not to commission it. (4.18) (Haringey CCG)</i>	Agreed	None for the council	CCG has recently agreed to commission IRIS for 25 practices in the borough	CCG and VAWG Commissioning Group	The IRIS service has been commissioned for 3 years to work across 25 GP practices with the IDVA service and is operational (see Appendix 2)
11	<i>That the CCG explore further the potential of joint commissioning of IRIS with neighbouring boroughs in north central London. (4.18) (Haringey CCG)</i>	Agreed	To be identified and confirmed	To be discussed further with the CCG	CCG and VAWG Commissioning Group	This will be explored once we have data from the IRIS project. Improved links across boroughs on joint projects has enhanced working.
12	<i>That staff training provision on domestic violence and abuse be reviewed by Whittington Health to ensure that sufficient time is allocated and that it is delivered in an appropriate and interactive format, with the use of e-learning avoided (4.26) (Whittington Health)</i>	Agreed		Changes have been implemented since the report was published: Level 1 to level 3 training provided either face to face or via e-learning depending on role and priority groups. I.e. Maternity, Health visitors, school nursing. Training to cover basic awareness, recognising and responding to domestic abuse and referring on to specialist agencies, (DASH risk assessment / MARAC) –	Whittington Health NHS Trust	Completed

				domestic abuse champions to be trained from the priority groups as above		
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No	Scrutiny Panel Recommendation	Agreed Partially agreed Not agreed	Budget implications	Response	Timescale and lead	Update
13	That the business case currently under development by NCUH for the establishment of a post of hospital based IDVA be supported and recommended for approval by the CCG and that consideration also be given to establishing a similar post at the Whittington hospital. (4.39) (Haringey CCG)	Partially agreed	To be confirmed	The CCG recognises and acknowledges the benefits of having a hospital-based IDVA and will consider the NCUH business case. Whilst not the lead commissioner for the Whittington Hospital, the CCG will also be discussing their plans	NCUH with VAWG Commissioning Group	Hospital based support is on the forward plan for the VAWG Commissioning Group for 2017/2018.





## Appendix 2: Progress on the IRIS Implementation

The IRIS (Identification and Referral to Improve safety) project, which was delivered initially in Hackney and Bristol, aims to improve the identification and response to patients who are affected by domestic abuse in General Practices in Haringey and ensure that GP practices are integrated into the Haringey referral pathway.

The Clinical Commissioning Group (CCG) agreed to fund the IRIS in 25 GP Practices for 3 years from June 2016. The Commissioning was conducted jointly with the Council and the CCG and IRIS forms part of the larger IDVA contract (under a Section 75 agreement), which is managed by Public Health. A multi-agency steering group has been established to ensure that it is a partnership contract.

The IRIS has been in place since mobilisation in September 2016. An Advocate Educator has been recruited to support the project and 2 clinical leads have also been appointed.

As of the 12<sup>th</sup> December, 10 practices had confirmed their interest in receiving training, with the first training sessions booked for 19<sup>th</sup> January. An additional 5 practices indicated and early interest and meetings have been set with each.



### Appendix 3: Referral routes to MARAC

Date Held	Cases Discussed			Referring Agency														Diversity				Young People	
	Number of Cases Discussed	Number of Repeat cases	Number of children in the household	Police	IDVA	Children's Social Care	Primary Care Service	Secondary Care/ Acute trust	Education	Housing	Mental Health	Probation	Voluntary Sector	Substance Abuse	Adult Social Care	MASH	Other	Number of cases from black and minority ethnic community	Number of LGBT cases	Number of cases where victim has a disability	Number of male victims	Number of victims aged 16-17	Number harming others aged 17 or below
05/04/2016	16	1	9	6.5	3.5	0.5	0.84	0	0	0	0.5	0	1.66	1.5	0	0	1	8	2	4	2	0	0
26/04/2016	14	2	11	3	5	0	1	0	0	2	0	0	2	1	0	0	0	9	1	3	0	1	1
17/05/2016	12	3	13	7	2	0	1	1	0	0	0	0	1	0	0	0	0	5	0	3	1	0	0
07/06/2016	18	4	7	4	2	0	3	1	0	0	0	0	1	3	1	0	3	15	1	3	2	0	0
28/06/2016	28	6	12	14.5	3.5	0	1	0	0	1	1	2	4	0	0	0	1	18	0	4	0	1	1
19/07/2016	19	6	18	8	5	0	0	0	0	0	0	1	2	0	0	0	3	13	0	2	1	1	2
09/08/2016	17	5	12	9	1	0	1	0	0	1	1	1	2	0	0	0	1	8	2	4	3	0	0
30/08/2016	34	5	41	10	6	0	4	0	0	2	1	2	9	0	0	0	0	23	1	3	4	2	2
20/09/2016	16	1	25	10	0	3	2	0	0	0	0	0	0	0	0	0	1	11	0	2	2	2	1
11/10/2016	21	5	12	7.5	2	3	1	1	0	0	0	0	5.5	0	0	0	1	14	2	4	2	0	2
01/11/2016	26	6	18	15	1	2	3	0	0	0	0	0	2	1	0	0	2	15	1	3	2	0	1
22/11/2016	23	4	11	15	4	0	1.5	1	0	0	0	0	0.5	0	0	0	1	17	1	4	1	0	0
13/12/2016	20	3	18	10.5	0	0	2	1.5	0	1	0	0	1.5	1	0	0	2.5	13	1	3	0	0	0
<b>TOTALS</b>	<b>264</b>	<b>51</b>	<b>219</b>	<b>120</b>	<b>35</b>	<b>8.5</b>	<b>21.34</b>	<b>5.5</b>	<b>0</b>	<b>7</b>	<b>3.5</b>	<b>6</b>	<b>32.16</b>	<b>7.5</b>	<b>1</b>	<b>0</b>	<b>16.5</b>	<b>169</b>	<b>12</b>	<b>42</b>	<b>20</b>	<b>7</b>	<b>10</b>

**Report for:** Environment and Community Safety Scrutiny Panel, 9<sup>th</sup> March 2017

**Item number:**

**Title:** Haringey's Sustainable Transport Programme

**Report authorised by :** Emma Williamson, AD Planning

**Lead Officer:** Edwin Leigh, Principal Transport Planner, 020 8489 1492,  
[Edwin.leigh@haringey.gov.uk](mailto:Edwin.leigh@haringey.gov.uk)

**Ward(s) affected:** All

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

**1. Describe the issue under consideration**

This report provides a general overview of the sustainable transport schemes and initiatives the Council is proposing to deliver to achieve the following five objectives identified by the Environment and Community Safety Scrutiny Panel:

- Reducing motor vehicle use and improving sustainable transport use in the borough;
- Achieving a more equitable balance between drivers, pedestrians and cyclists on our roads;
- Encouraging people to change their travel habits to help improve local air quality;
- The expansion of car clubs; and
- Supporting people to use more sustainable forms of transport

**2. Haringey's Council's Sustainable Transport programme**

The five objectives identified by the Environment and Community Safety Scrutiny Panel for this review share a common theme in regard to the broad range of sustainable transport schemes and initiatives required to improve accessibility and choice to deliver a modal shift away from habitual car use.

For each of the five objectives, the range of sustainable transport programmes either being delivered or proposed will be summarised, including details of the delivery mechanism and funding source.

Many of the schemes being delivered are through the Council's Local Implementation Plan [LIP] for which we receive funding from TfL each year. In addition the Council invests funding for highway works such as street lighting, road and footway maintenance and road safety measures.

TfL has allocated for more than £2.6m for our LIP programme for 2016/7. This funding is delivering road safety projects, cycling and walking schemes, community environmental schemes, 20mph speed limit, cycle training, accessibility measures, environmental schemes and smarter travel programmes.

For 2017/18 TfL has allocated approximately £2.8m LIP funding. The major projects to be funded are for Wightman Road/Green Lanes environmental, bus and road safety scheme, traffic management, cycling schemes in Tottenham, Harringay Ladder and bike hangars, improved pedestrian facilities in Priory Road, N8, local safety schemes and measures to support car clubs and electric vehicles. We are also developing a public realm scheme around White Hart Lane station which will support regeneration in High Road West and the Spurs redevelopment.

## The national, regional and local policy context

Transport policies have an important role to play in facilitating sustainable development as well as contributing to wider sustainability and health objectives.

Our planning and transport policies seek to integrate development with transport provision. We seek to locate major travel generating developments close to transport facilities to minimise the need to use private transport. We also seek to minimise car travel by requiring low car parking provision and support the use of car clubs associated with new development as well as requiring travel plans to support alternatives to car use.

The influence of National and Regional transport planning policies on local strategies for the delivery of sustainable transport improvements are summarised below:

### *National Planning Policy*

The National Planning Policy Framework states ‘the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.’

As such, Haringey’s Local Plan policies are set out to support a pattern of development which facilitates the use of sustainable modes of transport. This guides planning decisions to ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

### *Regional Transport Policies*

The Mayor’s Transport Strategy (MTS) is a statutory document developed alongside the London Plan and Economic Development Strategy. It sets out the Mayor’s transport vision and describes how TfL and its partners, including the London boroughs will deliver that vision.

In October 2016, the Mayor published his strategy document “A City for all Londoners”. For transport the Mayor wants to reduce traffic, encourage walking and cycling in “Healthy Streets” and by more Quietways and Cycle Superhighways; with transport acting as a catalyst for growth such as through higher density development near stations and in town centres. Better bus services to town centres are planned with more low emission buses running. Further devolution of rail services is proposed including the Great Northern services through Alexandra Palace. With greater pressure on road space from population and employment growth innovative ways of managing

this by time and purpose at different times of the day are proposed. Improvements to the reliability of the existing road capacity are planned. Air quality is a key issue for the Mayor as is the delivery of Crossrail 2. On road safety the Mayor will adopt a “Vision Zero” approach which puts reducing road danger at its centre.

A draft revised MTS is expected by spring 2017. A three month consultation will follow with the final MTS being published in the autumn 2017. This could enable the Local Implementation Plan – which details how Council’s will deliver the MTS at a local level - to be developed by late 2017/early 2018.

## *North London context*

The North London sub-regional Transport Plan identified a number of challenges linked to the need to increase the take up of sustainable transport:

1. Improve air quality to meet and exceed legal requirements and meet CO2 targets.
2. Transform the role of cycling and walking in the sub-region.
3. Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lee Valley
4. Enhance connectivity and the attractiveness of orbital public transport
5. Relieve crowding on the public transport network.
6. Improve access to key locations and jobs and services
7. Manage highway congestion and make more efficient use of the road network

## *Haringey’s Local Plan*

In Strategic Policy SP7 of the Local Plan, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey’s regeneration and local/strategic access to London, employment areas and local services including:

- Improvements to the Piccadilly, Victoria and Northern lines including new trains, new signalling and new control centres
- Improvements to Overground routes along West Anglia, East Coast (Great Northern) and Barking – Gospel Oak line
- Access and interchange improvements to Overground stations at Alexandra Palace, Finsbury Park, Harringay, Hornsey, White Hart Lane, Northumberland Park, South Tottenham and Bruce Grove
- Improvements to interchanges at Tottenham Hale and Seven Sisters
- Improvements to Tottenham gyratory
- Improvements to east – west bus routes as well as promoting new east – west routes

SP7 will also support travel demand management measures to tackle climate change, improve local place shaping and public realm and environmental and transport quality and safety.

## *Haringey Development Management Development Plan Document*

This includes policies on transport and land use planning management, parking standards and car and cycle parking design guidance.

## *Haringey’s Transport Strategy*

This Strategy is currently being drafted to provide a high level statement of our ambitions for transport and highlights our key commitments over the next 10 years.

The detail of our key programmes and proposals will be set out in a series of associated documents which will feed into the overarching Transport strategy such as the Walking and Cycling strategy, Parking strategy, Health and Wellbeing strategy and the Local Implementation Plan. Details of the Local Implementation Plan are summarised in Section 5: background Information.

The Strategy will set out how we achieve our vision 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.’

This vision will be delivered through three themes:

- Prosperity and Growth
- Active Travel and Sustainability
- Safe and well maintained

To deliver the following outcomes:

- a) A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- b) A well maintained road network that is less congested and safer
- c) Active travel the easier choice, with more people choosing to travel by walking or cycling
- d) An improved air quality and a reduction in carbon emissions from transport

## **2.1 Reducing motor vehicle use and improving sustainable transport use in the borough.**

### *Supporting sustainable transport through the Planning Process*

Planning applications are assessed and evaluated in the context of current London Plan transport policies, such as car and cycle parking provision, support for cycling and walking through design and infrastructure, maintaining safety on the local road network and minimising the impact of generated traffic particularly at critical junctions.

For many developments we require the submission of travel plans. These set out how the developer will support sustainable transport. Typically we require support for car clubs through a membership over a fixed time period, promotion of sustainable transport and set out monitoring requirements and employment of a travel plan co-ordinator.

For larger developments we require the submission of a transport assessment or statement. These would include an assessment of traffic generation from the development and how this would impact on local road and public transport networks. Parking demand and parking provision would also need to be included. By supporting car free or car capped developments the impact of additional traffic arising from new development is minimised. Much of the borough is well served by public transport supporting the Council’s objectives to reduce car based travel whilst still permitting residents and businesses access to jobs, housing and services.

The availability of parking can influence the take up of more sustainable modes of transport: if there is insufficient on street space for parking vehicles then people are discouraged from owning and using cars. The Council through its parking and



development planning policies can manage on and off-street parking demand. In addition the level of car ownership in the Borough has reduced over time.

## *Implementation of Car free/car capped development policy*

The purpose of applying this policy is to minimise traffic generated by new residential developments. We would want to restrict traffic arising from developments for a whole range of reasons: environmental quality, minimising traffic congestion, support for sustainable transport and support sustainable regeneration.

The Council's view is that car free or car capped residential developments are only realistic and viable where there are alternative and accessible means of transport available. This means in practice where the PTAL measurement for a site is 4 or above. A PTAL score of 4 or above is considered acceptable as this level would provide a range of alternative bus and rail/underground options.

The presence of a CPZ allows the Council to manage the car free or car capped developments by restricting parking permits. The Planning Service liaises with Parking Service once a completed Section 106 obligation [S106] has been received from Legal Services

## **2.2 Achieving a more equitable balance between drivers, pedestrians and cyclists on our roads**

### *Cycling investment*

Recent investment in cycling infrastructure has included the completion of Cycle Superhighway 1 between Tottenham and central London in April 2016. The project was funded by TfL with substantial input on scheme development from the Council.

We are also developing two Quietway cycle routes: one between Enfield and Farringdon and a second route between North Finchley and Hornsey. We are working with Sustrans who have been appointed by TfL as delivery partner with responsibility for developing initial proposals. Both schemes could be delivered by 2018.

We have an ongoing programme of providing cycle parking with a focus on cycle hangars which meet the need of residents without access to their own safe and secure cycle parking. In addition we require cycle parking to be provided as part of development proposals in line with London Plan standards.

We provide cycle training as part of our smarter travel programme which encourages adults and students to take up cycling.

The Mayor has recently announced plans for a high level of investment in cycling infrastructure. We will continue to lobby TfL and the Mayor for greater investment in cycling infrastructure particularly given our Housing Zones being delivered in Tottenham and the planned growth in Wood Green.

### *Walking investment*

We have a programme of footway maintenance and enhancing street lighting. In 2016/17 almost £2m is being invested in maintaining our footways. For street lighting,

about 4300 columns are in need of replacement out of about 18,000. We are investing £400,000 in 2016/17 for street light replacement.

We have also progressed the provision of pedestrian signal improvements in Muswell Hill.

## *Public Transport investment*

We have been lobbying over many years for enhancements to local bus services. In particular the lack of orbital bus links makes it more difficult for residents to make cross borough journeys.

Almost all of our bus stops are accessible. For rail and underground stations we are working with TfL on making Tottenham Hale station fully accessible as part of the planned enhancements which are due to complete in spring 2018. South Tottenham station has recently been made fully accessible. We are working with TfL on delivering a new fully accessible station at White Hart Lane which will deliver an enhanced capacity to serve the expanded Spurs football ground and regeneration area of High Road West.

In the longer term we are working with TfL and Network Rail on Crossrail 2 which will deliver enhancement in capacity and connectivity in the Wood Green and Tottenham areas. Crossrail 2 would support much needed higher level of jobs and housing growth. In the interim we are working with TfL, Network Rail and LB Enfield to deliver capacity enhancements on the West Anglia main line to provide much higher frequency services at Northumberland Park, due to commence in December 2018.

We have been supporting the planned investment in the Barking Gospel Oak line and new Thameslink services at Alexandra Palace will improve access to jobs and support regeneration in the Wood Green area.

## **2.3 Encouraging people to change their travel habits to help improve local air quality.**

### *Smarter Travel*

Haringey Council (LBH) has a strong track record in delivering effective Smarter Travel initiatives and schemes focusing on reducing car use through active travel, travel awareness, health and wellbeing and behaviour change to sustainable modes of travel.

During 2017/18 the Smarter Travel programme will continue to deliver active travel and behaviour change initiatives including:

School travel planning, cycle training and maintenance, personalised travel planning for schools, road safety education, training and publicity, complementary measures to support the 20mph speed limit, cycling infrastructure schemes and CPZ proposals, activities to support Haringey's Year of Walking campaign, events and publicity to support residents to change their behaviour.

Currently 64 schools have School Travel Plans including 20 gold, 14 silver and 30 bronze. Three schools were recognised at TfL's STARS Top School's awards at City

Hall in November 2016. TfL select accredited schools from across London who have demonstrated outstanding results through their school travel plan to provide activities and initiatives for their school that contribute to more pupils and teachers walking, cycling, scooting or using public transport for their journey to and from school rather than driving. Haringey schools won the following awards:

School of the Region north London - Stamford Hill Primary School – for promoting healthy lifestyles and working with local communities and charities)  
Excellence in Walking - Crowland Primary School – -a gold school who have increased walking by 13% from last year, they also recorded their own song to raise awareness  
Excellence in Scooting - Rhodes Avenue Primary School A silver school who now have 28% of pupils scooting to school and under 4% travelling by car despite increasing in size.

Haringey Council has undertaken four Personal Travel Planning Projects in the last four years. All have been aimed at encouraging residents, parents and carers to choose alternative to the car when travelling, or if they have to use a car to consider car sharing, or more efficient car use.

A personal Travel Planning project which started in June in Seven Sisters and Tottenham Green with a control ward in Muswell Hill delivered 5016 personal travel plans (4514 in the project area and the remaining 502 at various events across the borough). 867 pledges were made to travel more sustainably, including 530 walking pledges and 224 cycling pledges. A follow up survey undertaken 3 months after the start of the project which targeted 10% of the participants showed 24.2% of residents had changed their travel behaviour since receiving their PTP and highlighted an increase in walking of 3.6%.. A further follow up survey is being undertaken in March.

The Council's ongoing support for cycle training ensures school children and adults gain confidence and the on road skills to overcome common safe fears which are often the barrier to greater cycling uptake. 1300 school children and 244 adults received cycling training during 2015/16.

### *Electric vehicle charging infrastructure*

During 2017/18 the Council will facilitate the expansion of the Source London electric vehicle charging network across the borough by signing a variation agreement to the Source London contract. This will enable the Source London operators, Blue Point London (BPL) to take over responsibility for Haringey's unreliable network of 17 charging points. This will ensure:

- BPL will cover ALL COSTS for maintenance, repairs, upgrades, electricity use for Haringey network, removing cost burden from LBH.
- All Haringey's existing unreliable 17 points will be replaced.
- BPL are committing to funding expansion of the Source London charging network in Haringey, covering all costs. Plans to install over 6000 charging points across the London network by 2020.
- LBH will receive a fixed income of £500 per charging point per year.

We consider the expansion of Source London network as only a part of the charging point infrastructure solution required to encourage a significant increase in EV take up. The Source London network expansion will mostly be located at hub/attractor

locations, including Town Centres, retail centres and transport interchanges and as such will not be sufficient to meet increasing demand for access to on street charging infrastructure in residential streets where there's limited off street parking.

## *Alternative charging solutions*

In addition to the Source London upgrade and expansion Haringey Council are considering additional charging infrastructure solutions to meet the increasing demand, as follows:

- Charge Master's Polar Network – Over 5000 points nationwide. Or can use on PAYG basis. An additional network to compliment Source London.
- Charging from street light columns. Socket charging via plugging into existing lamp column or via pop up socket/feeder link along kerb side. Proposing to trial this technology in Haringey during 2017/18.
- Rapid charging installations

## Go Ultra Low City Scheme (GULCS)

Haringey are an active member of a consortium of London Boroughs and TfL who have successfully been awarded £13m GULCS funding from OLEV to 'increase take up of EV's and expand London's charging network'.

Four scheme elements to be delivered:

1. Installation of residential networks of on-street charging points.
2. Electrification of existing and new car club bay.
3. Installation of rapid charge points.
4. Developing Neighbourhood of the Future Schemes.

## Residential and car club charging:

Creating local residential charging networks and the electrification of car club bays will involve the development of a new delivery partnership to:

- Setting up London-wide delivery partnership for installing, managing and maintaining 1,150 residential and 1,000 car club charge points.
- Install local residential networks where the commercial networks unlikely to service.
- Electrify new and existing car club bays. Haringey's multi-operator car club network requires operators to be EV ready when bays are electrified.
- LBH is receiving increasing no. of resident requests for access to EV charging points.

## Installing a Rapid Charging network:

LBH are supportive of introducing a network of rapid charging points. Access to Rapid (20 mins) charging is a key factor for encouraging increased uptake of electric vehicles, esp. for commercial fleets including taxis/private hire vehicles.

- TfL are funding the installation of 300 new rapid charge points in London by 2020
- A Private sector led model will be responsible for the large capital investment and on-going operational and maintenance costs.
- The Borough will receive a revenue stream in the form of rental payments from the charge point operator and a percentage of the revenue generated from the charge points.

- TfL is engaging with LBH officers to identify suitable sites, such as town centre/retail car parks, taxi ranks etc.

## *Wood Green 'Neighbourhood of the Future' (NoF) Scheme:*

The Wood Green area has been chosen as one of six NoF schemes to be delivered in London. The area was identified due to its poor air quality, being a large trip generator, its regeneration opportunities and its mixture of residential and businesses/delivery uses. The NoF will deliver schemes to increase the usage of EV's in Wood Green, focussing on both residential and business use.

## *Mayors Air Quality Consultation proposals*

Haringey strongly support the Mayor's proposals to bring forward the introduction of the Ultra Low Emission Zone (ULEZ) to 2019 and support, in principle, extension of ULEZ to the North Circular Rd, subject to more detailed cost/benefit analysis of options & compliance costs.

TfL has announced that 10 new Low Emission Bus Zones are to be introduced from 2017/18 along the most polluted corridors in London. 2 of these 'Low Emission Bus Zones' will run through Haringey:

- Edmonton -Tottenham to Seven Sisters bus corridor
- Enfield Green Lanes – Wood Green High Road- Haringey Green Lanes- Finsbury Park bus corridor
- Zones are expected to reduce bus NOx emissions by 84 %.
- Combination of hybrid and retro fitted cleaner buses meeting Euro VI standards.
- Supported by bus priority schemes to keep buses moving, cutting idling emissions and speeding up journey times for passengers.

## **2.3 Achieving a more equitable balance between drivers, pedestrians and cyclists on our roads.**

We recognise there are challenges in seeking to support walking, cycling, bus services and essential delivery traffic where there is limited road capacity with potential conflicts in space and time between modes of transport. We are currently developing a Transport Strategy which will be used to inform our next LIP. We will be required to prepare a new LIP to deliver the new Mayor's Transport Strategy at the local level. Consideration will need to be given to the development of a road user hierarchy to help guide our future transport projects and programmes and the priorities we give to each mode of transport. As part of the emerging Transport Strategy we will also develop a Cycling and Walking strategy.

## **2.4 The expansion of car club services**

The back to base car club service in Haringey has proved popular with residents and is experiencing a sustained level of growth (running at over 10% growth a year) and high levels of vehicle utilisation. The service delivers numerous benefits for the borough including improved air quality through access to cleaner vehicles, an alternative option to private car ownership, reduced congestion and parking pressures.

LBH are facilitating the expansion car club services in the borough by introducing multi-operators to:

- Provide for growing demand for services from residents.
- Improve accessibility and social mobility, especially in areas with a lack of existing coverage
- Introduce greater fleet choice, and pricing, including 100% EV fleets.
- Maximise the potential benefits the network can deliver through reducing existing car dependency, use of new vehicles with cleaner emissions.
- support sustainable housing and population growth across Haringey, especially in areas of the borough where major regeneration proposals, are planned.

Expansion proposal:

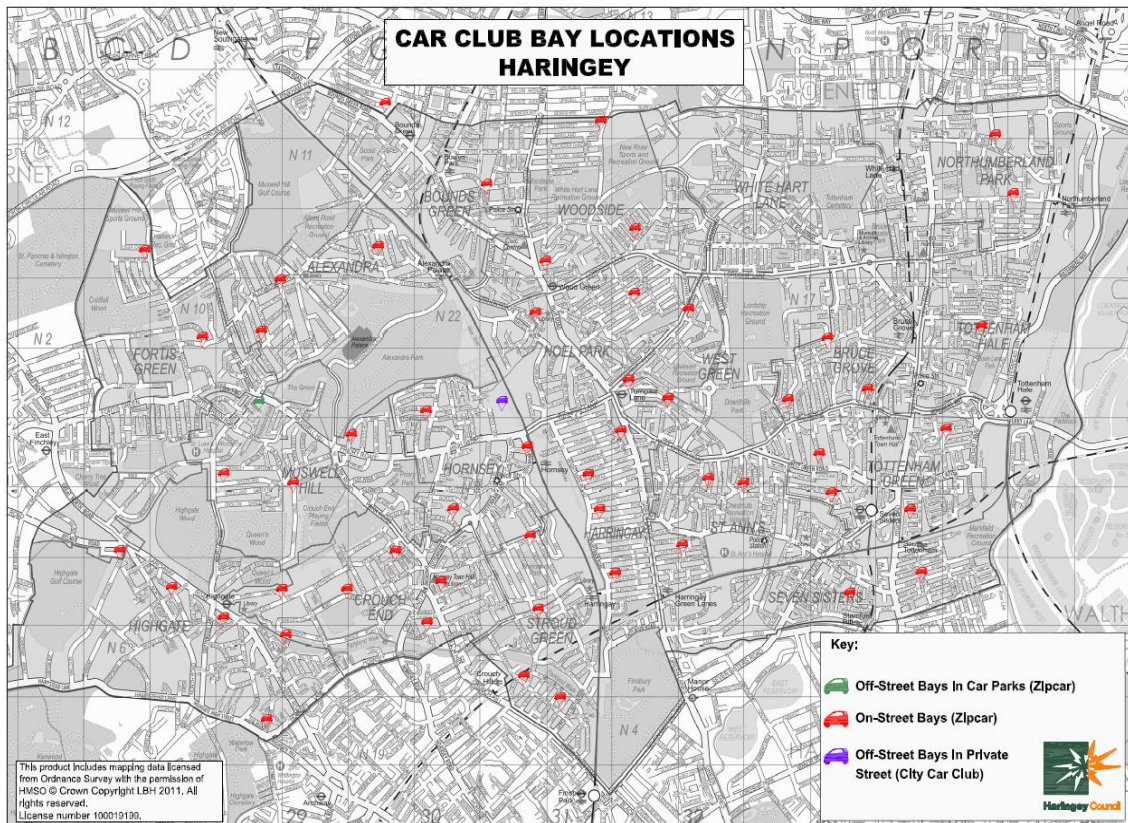
- During 2017/18 four new car club operators will introduce services into the borough alongside the incumbent operator (Zipcar).
- Five accredited car club operators are City Car Club (Enterprise), Ubeeqo (Europcar), E-Car Club, Co-Wheels and Zipcar.
- Approx 60 new car club bays to be added to network in 2017-18 (subject to resident consultation). Further yearly network expansions planned as user demand grows.
- Electrification of car club bays - operators pledged to introduce ULEV's into fleets when charging points are installed.

## **2.5 Supporting people to use more sustainable forms of transport**

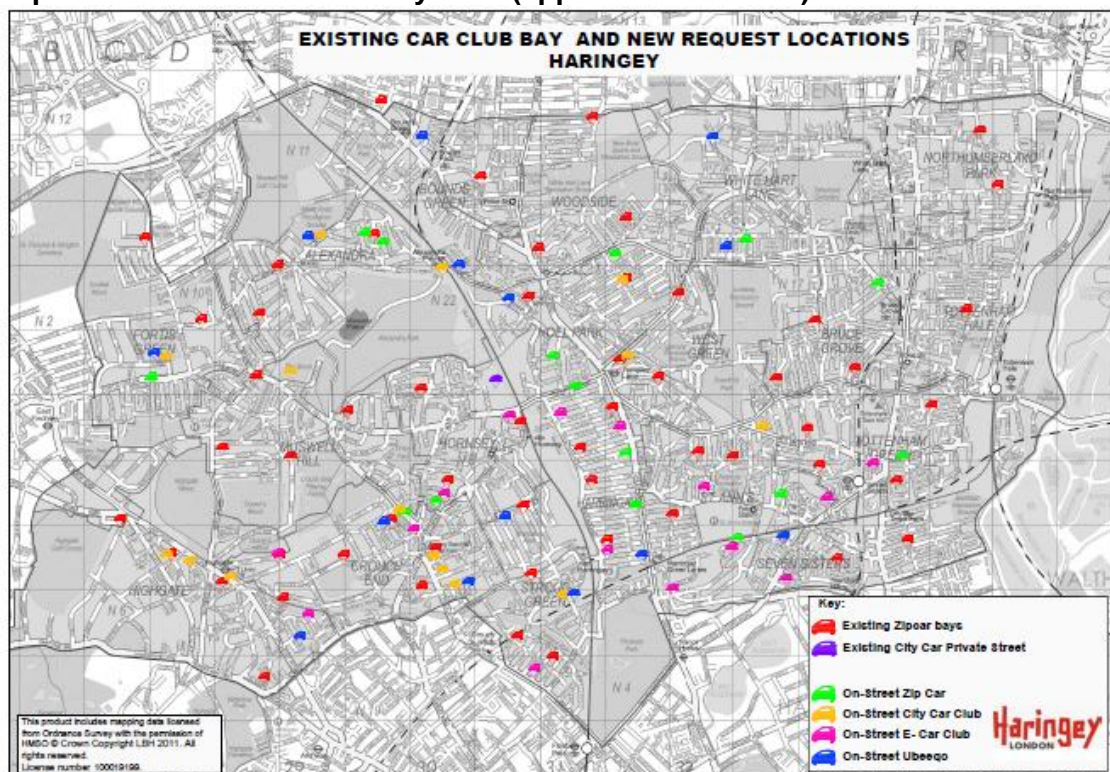
All of the above measures serve to support people to use more sustainable forms of transport.

### **Current Car Club Network in Haringey (74 vehicles)**





**Expanded Car Club network by 2018 (approx 140 vehicles)**



The DriveNow car club service providing one way journey options also operates across Haringey.

- Launched Dec 2014, 'floating' service (one way journeys) in 4 boroughs - **Haringey**, Hackney, Islington and Waltham Forest.
- Floating model, vehicles do not need to be picked up or returned to a specific parking space.
- Fleet expansion in 2017/18 to 400 vehicles across the 4 boroughs operational area, includes 100 BMW i3 electric vehicles.

The expansion of car club services, both back to base and one way models, are considered a key mechanism for reducing car dependency and managing demand on Haringey's (and London's) road network. Access to car clubs reduces both private car ownership and use, reduces the need for a second car and is considered part of the solution to overcome poor air quality, traffic congestion, parking pressures and unequal access to mobility.

Additional benefits of expanding a car club network include:

1. One Car club car effectively removes more than 10 privately owned cars from the streets, reducing congestion and parking pressures.
2. Car club members drive 7 times fewer short journeys (less than 5 miles) than car owners do and 750 miles less per year.
3. Car club members tend not to commute by car or drive so much during rush hour.
4. Car club members drive less, and walk, cycle and use public transport more. Car club membership reduces a Londoner's transport carbon foot print by 49%.
5. Car club vehicles typically produce 30% less CO<sub>2</sub> than the average car. Car Clubs vehicles are low emissions and more efficient due to the fact that most fleets are under 1 year old. All fleets are introducing low emission and electric hybrid models, and converting existing fleets from diesel to petrol.
6. Access to car clubs increases residents familiarity with ULEVs
7. An expanded car club network provides a genuine alternative to private vehicle ownership, or need for a second car. Provision of a range of car club vehicles within close proximity ensures the member has access to an alternative close by if their nearest vehicle is already booked.
8. Development can be further optimised on development sites delivering larger number of units as reduced car parking can be provided when sufficient car club spaces are provided in the area.

Transport for London (TfL) analysis of future car club demand suggests there is huge scope for further car club expansion in Haringey, with over 34,000 potential members. To date, Haringey car club provision has only realised 18% of this potential demand.

## 2.6 Supporting people to use more sustainable forms of transport

In principle our transport projects and programmes seek to minimise private vehicle travel and support sustainable transport. Our approach to this and the projects and policies we pursue are summarised in sections 4.1 and 4.2 above. With regeneration and growth being a key priority for the Council, we want to ensure that such growth can be delivered in the most sustainable way possible. Much greater capacity in public transport, improved quality of bus and rail services, better cycling and walking infrastructure, support for alternatives to car ownership such as car clubs are all required to provide options for existing residents as well as to provide for future residents.



5.0 **Background information:**

**Appendix 1** provides details of the scheme funding for 2017/18, as agreed by Cabinet in October 2016 and subsequently approved by TfL in December 2016.

Linkage to corporate Plan Priorities

The LIP contributes to the delivery of Priorities 2 (Enabling all adults to live healthy, long and fulfilling lives), 3 (A clean, well maintained and safe borough where people are proud to live and work) and 4 (Drive growth and employment from which everyone can benefit) of the Corporate Plan.

**Appendix 2** summarises how LIP funded projects and programmes support Corporate Plan priorities and objectives.

## Appendix 1: LIP Annual Spending Submission for 2017/18

Programme/ Project	2017/18 £k	Reasoning
<b>Corridors, Neighbourhoods and Supporting measures and Local Transport Funding</b>		
Wightman Road/Green Lanes area	350	The current consultants study, expected to report in December 2016, is likely to identify a range of short, medium and long term projects and programmes. Some measures could be delivered in 2016/17 with next year's programme building on this.
Traffic Calming and Management	200	Physical measures such as VAS to support compliance of 20mph speed limit
Cycle training	100	Consistent with overcoming identified barriers to greater cycle use by residents. Cycle training for schools and adults. Supports Council and Mayoral targets for more cycling
Health and Wellbeing and Behaviour Change schemes	350	Active travel initiatives including school and workplace travel planning, cycle training, personalised travel planning for schools, road safety education, training and publicity, complementary measures to support cycling infrastructure schemes and CPZ proposals. Supports Council and Mayoral targets to increase cycling/walking mode share and CO2 reduction
Cycling and Walking schemes	600	Cycle routes such as an extension of cycle superhighway 1 towards Lee Valley; commence work on cycle routes in Tottenham area to support sustainable regeneration; support delivery of Haringey Cycling Campaign top priorities; permeability measures such as in Bruce Grove area and Harringay Ladder; and bike hangars. Walking projects could include school crossings and pedestrian facilities on Priory Road. To encourage more cycling 59% of Roadshow respondents highlighted more

		or better cycle lanes with a further 13% identifying cycle parking. Supports Council and Mayoral targets to increase cycling/walking mode share and CO2 reduction.
Local Safety Schemes	525	Schemes arising from the studies being carried out in 2016/17; plus Park Road/The Broadway scheme. TfL has recently undertaken an analysis of road casualties which highlighted the relatively high number of pedestrian casualties. We will undertake a more detailed study to identify projects/programmes to reduce these. Supports Council and Mayoral targets for road casualty reduction
<i>Local Transport funding:</i> Electric vehicle charging point infrastructure	35	Additional investment to that planned by provided through Source London. Linked to OLEV funded project for Neighbourhoods of the Future. Supports CO2 reduction
<i>Local Transport funding:</i> Car club infrastructure	35	Linked to planned multi-operator contract planned to commence April 2017. Supports further expansion of car club network. Supports CO2 reduction
<i>Local Transport funding:</i> Haringey Community Transport	5	Transport provision for local community groups unable to access conventional transport
<i>Local Transport funding:</i> Local safety schemes	25	Supports Council and Mayoral targets for road casualty reduction
Sub Total	2,225	
<b>Principal Road Maintenance</b>		
Priory Road	274	whole length
Hornsey High Street	170	whole length
Lordship Lane or Muswell Hill	127	scheme scope depends on funding availability
Sub Total	571	Total includes 25% uplift for potential reserve schemes
Total	2,796	
<b>Bridge Maintenance and Strengthening [provisional programme]</b>		
Station Road	900	strengthening; continuation from 2016/17
Ferry Lane	35	Assessment

Endymion Road	25	Assessment
Umfreville Road	25	Assessment
Burgoyne Road	25	Assessment
Shepherds Hill	30	Assessment
Springfield Avenue retaining wall	70	Strengthening
Highgate Hill retaining wall	100	Strengthening
Sub Total	1210	

## Appendix 2- Linkages to Corporate Plan

The table below summarises how LIP funded projects and programmes support Corporate Plan priorities and objectives.

Priority	Objective	LIP funded projects and programmes
Outstanding for All Priority 2 – Enabling all adults to live healthy, long and fulfilling lives	A borough where the healthier choice is the easiest choice	Cycling and walking infrastructure inc cycle routes and cycle parking; on-street bike hangars. Behaviour change programme inc cycle training and promotional campaigns for more walking and cycling; supporting measures 20mph speed limit; car club infrastructure
Clean and Safe Priority 3 – A clean, well maintained and safe borough where people are proud to live and work	We will make our streets, parks and estates clean, well maintained and safe	Local safety scheme programme; investment on Principal Road Maintenance; bus service reliability programme and bus stop accessibility programme; support for Haringey Community Transport
Clean and Safe Priority 3 – A clean, well maintained and safe borough where people are proud to live and work	We will make Haringey one of the most cycling and pedestrian friendly boroughs in London	Cycling and walking infrastructure inc cycle routes, parking; on-street bike hangars; road safety measures targeted at vulnerable road users; 20 mph speed limits; behavioural change programme inc training, travel planning
Sustainable Housing, Growth and Employment Priority 4 – Drive growth and employment from which everyone can benefit	We will enable growth by securing infrastructure including transport, broadband, schools and health services	Cycling infrastructure in Tottenham area to support sustainable development
Sustainable Housing, Growth and Employment Priority 4 – Drive growth and employment from which everyone can benefit	We will manage the impact of growth, by reducing carbon emissions across the borough with the aim of meeting our 40:20 goal while growing the green economy	Road transport forms around 20% of carbon emissions. Measures to reduce this inc promoting alternatives to the car; promotion of electric vehicles/car clubs.
Sustainable Housing, Growth and Employment Priority 4 – Drive growth and employment from which everyone can benefit	We will focus growth by prioritising new homes and jobs in Wood Green and particularly Tottenham where need and opportunity are greatest and by bringing some of the borough's key community assets into more active use	Investment in cycle route network in Tottenham.

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**Report for:** Environment and Community Safety Scrutiny Panel (9 March 2017)

**Item number:**

**Title:** Green Lanes Area Transport Study (to include Wightman Road)

**Report authorised by :** Associate Director (Commercial & Operations)

**Lead Officer:** Ann Cunningham  
Tel: 0208 489 1355  
Email: ann.cunningham@haringey.gov.uk

**Ward(s) affected:** Haringay, Seven Sisters and St. Ann's

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

**1. Describe the issue under consideration**

- 1.1 To provide an update on the Green Lanes Area Transport study (to include Wightman Road)

**2. Recommendations**

- 2.1 For the Environment and Community Safety Scrutiny Panel to note; the methodology of the Green Lanes Area Transport Study and that the study is going.

That the replacement of the defective rail bridge in Wightman Road was successfully completed and Wightman Road re-opened to traffic on the 5 September 2016. Measures to improve the traffic conditions on Wightman Road are being investigated as part of the Green Lanes Area Transport Study.

**3. Reasons for decision**  
N/A

**4. Alternative options considered**  
None

**5. Background information**

- 5.1 Green Lanes Area Transport Study

- 5.1.1 In March 2015 a public meeting was held where residents and businesses could air their concerns about the traffic conditions within the Green Lanes area. This meeting was well attended and a number of concerns were raised. In response to these concerns it was agreed that Haringey would undertake a review of the traffic arrangements in the Green Lanes area culminating in the Green Lanes Area Transport Study.
- 5.1.2 To enable Haringey to secure a consultant to undertake the study, a study brief was prepared and following engagements with local councillors and community groups within the initially identified study area and advice from Haringey procurement, the study brief was approved by Councillor Stuart McNamara (former Cabinet Member for Environment). The figure 1 illustrates the changes to the study area as a result of the engagements with stakeholders.

A copy of the study brief is attached in Appendix A of this report

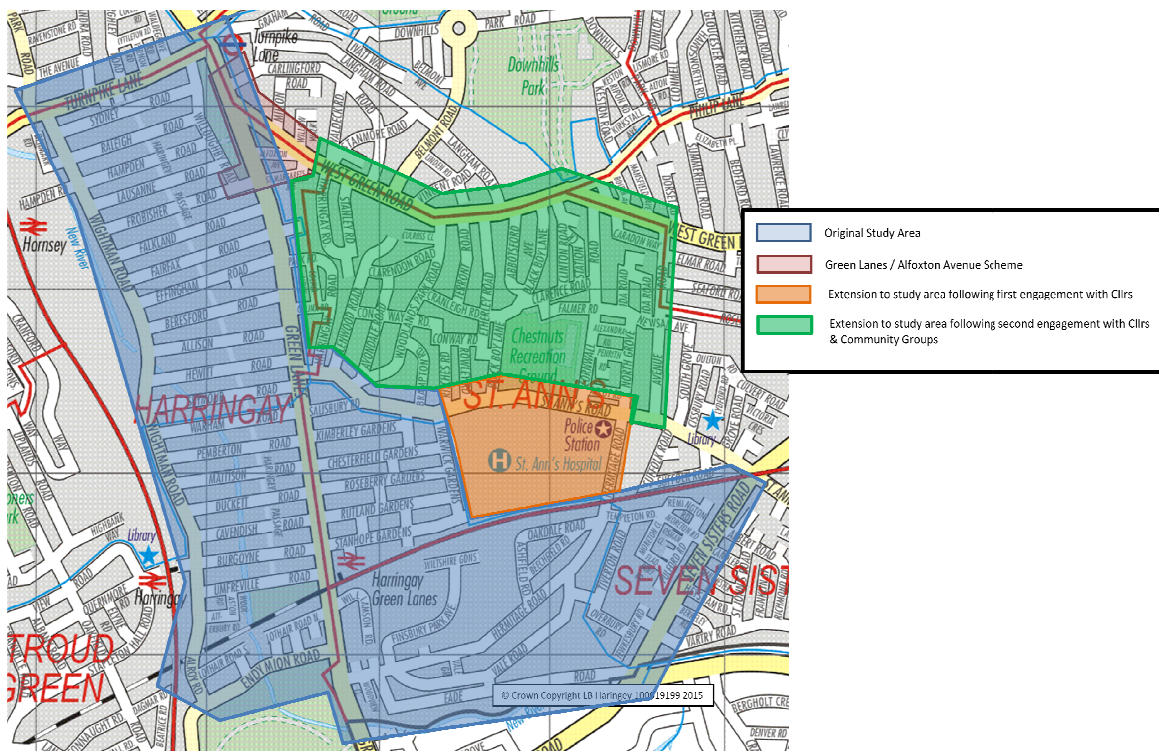


Figure 1: Changes to study area

- 5.1.3 For the purpose of the study, the study area has been divided into 4 sub-areas, solely to aid discussions. It is important to note that the names and boundaries of the sub-areas do not necessarily correspond to those used for other purposes (such as for ward boundaries) nor boundaries between neighbourhoods as perceived by the local community.

The four sub-areas are:

- **Ladder:** Area to the west of Green Lanes
- **St Ann's:** Area to the north of St Ann's Road and east of Green Lanes



- **Gardens:** Area bounded by Green Lanes, St Ann's Road, St Ann's Hospital and the Gospel Oak to Barking railway line
- **Hermitage:** Area to the east of Green Lanes and south of St Ann's Road, excluding the Gardens

5.1.4 The study is aimed at identifying measures to:

- Improve the urban realm;
- Rationalise traffic volume and routes;
- Improve road safety for all road users;
- Maintain or enhance bus service journey times and reliability;
- Enhance pedestrian and cycle accessibility into and within the study area;
- Improve quality of life and health outcomes for local residents.

5.1.5 In order to source an appropriate supplier an advert was sent via compete for in line with requirement to advertise (CSO 9.01) for a competitive process on the 26th November 2015. However, no responses were received by the return date of 22nd December

Given the above and the timeframe available for the study to take place as well as the requirement to demonstrate spend against the funding allocation for 2015/16, Haringey Procurement advised that the service secure a waiver to advertise the opportunity again and invite selected suppliers instead. This waiver was subsequently obtained.

Eight organizations with the required expertise were invited to submit quotations to undertake the study on 26<sup>th</sup> of January 2016. Two bids were received by the return date and were evaluated on a 60:40 price: quality weighting respectively.

Steer Davies Gleave (SDG) was appointed in late February 2016 to undertake the Green Lanes Area Transport Study after being adjudged as having the most economically advantageous bid.

5.1.6 An inception meeting with stakeholder groups occurred on Monday 14th March 2016 following appointment of SDG in February. The aim of this meeting was to introduce the consultants to the stakeholders and for them to give a broad outline of the processes and programme for delivery of this project. This meeting also gave stakeholders the opportunity to feed into the process and also provide their views and opinions before engaging with the wider public.

5.2 **Wightman Road Rail Bridge Replacement**

5.2.1 The bridge over the railway on Wightman Road, N8 was significantly deteriorating and no longer able to contend with the required load bearing capacity to carry traffic above an operational railway line. It was therefore essential that the bridge was replaced at the earliest opportunity to ensure the safety of both highway and railway users

5.2.2 Haringey secured funding from Transport for London (TfL) to enable replacement of the defective bridge. Works included replacement of the bridge deck and raising its height to accommodate the electrification of the Gospel Oak to Barking train line

5.2.3 The construction of the bridge was undertaken by Network Rail and although the works began early March 2016, Wightman Road was not closed until 29

March 2016 to coincide with the school holidays; when roads are quieter and to ensure that there was no conflict with the closure of Stroud Green Road for the railway station works.

5.2.3 The traffic management arrangement deployed to facilitate the bridge replacement was undertaken in such a way as to ensure the safety of all road users, to maintain access to all properties and to ensure that residential streets were not subject to unsuitable levels of usage by vehicles.

5.2.4 To ensure the community was kept informed of the closure and its likely impacts, Haringey in partnership with Network Rail undertook a lot of engagements with the local community most of which were prior to Wightman Road being closed to through traffic. These included:

- 16 December – Public meeting with representatives of community groups
- Safety presentations by Network Rail at local schools
- Mid January – Letter drop to all properties in Haringay, St Ann's, Stroud Green and Seven Sisters wards
- Late January – Letters distributed to local businesses inviting them to a meeting to discuss their concerns.
- Early February – Door step visits to businesses adjacent to bridge by Network Rail.
- Mid February – Engagement with local businesses
- 17 February – Public drop-in session at St Pauls Church, Wightman Road. Feedback cards distributed here to allow resident to provide opinions/suggestions on works and traffic management.
- 29 February – Safety presentations to local schools by Network Rail
- 14th April – Letter drop to all properties in Haringay, St Ann's, Stroud Green and Seven Sisters wards inviting them for the drop-in session on the 20th April
- 20 April – Public drop-in session at St Pauls Church, Wightman Road.
- A dedicated webpage with general information and regular updates was also set up on the Council's website for the duration of the works.

5.2.5 The bridge replacement works was successfully completed and Wightman Road reopened to traffic on the 5 September 2016.

5.2.6 Haringey took the opportunity to carry out the following improvement works on Wightman Road during and immediately after the road closure to help address some of the traffic and safety related concerns along Wightman Road.

- Footway and Carriageway Maintenance
- Street Lighting Maintenance
- Installation of a second CCTV Camera near the junction with Lothair Road South to improve monitoring and enforcement activities to discourage inappropriate use by Heavy Goods Vehicles (HGV)
- Installation of 20mph repeater signs and road markings to remind motorists of the speed limit along Wightman Road. This intervention has been extended on to the Ladder Roads.

- 5.2.6 The impacts of the road closure as well as additional measures to address traffic and safety related concerns on Wightman Road are being investigated as part of the Green Lanes Area Transport Study.

## **6.1 Green Lanes Area Transport Study Programme/ Key Stages**

- 6.1.1 The study which was initially to conclude in December 2016 has been delayed mainly due to 2 by-elections which took place in Harringay and St Ann's wards in 2016. The study team has also had to undertake additional engagements with the local community above what was initially planned as it is important to ensure that the local community is fully engaged and therefore have ownership of the study outcomes. The study is now to finish in July 2017.

A copy of the current study programme is attached in Appendix B of this report.

- 6.1.2 The key stages of the study are below.

- **Stage 1 – Data gathering & analysis (March – June 2016)**

The study began with an assessment of the transport condition within the study area by bringing together information from a range of sources that relate to transport in the study area. The aim of this exercise was to provide an evidence base regarding existing movement patterns and transport issues within the study area which will then be used to inform the development of options to address the identified issues in a holistic and strategic manner.

An Existing Conditions Note (ECN), detailing the outcome of this exercise is available on the study webpage on the council's website. The link to the study webpage is below.

<http://www.haringey.gov.uk/transport/green-lanes-area-transport-study>

- **Stage 2 – Round 1 Community Engagement (April – August 2016)**

**Green Lanes steering group** - At the study inception meeting with stakeholders on Monday 14th March 2016, it was agreed that a steering group made up of community groups with broad representation within the study area, local Ward Councillors, Haringey Officers and the consultants was formed to provide a high level steer. The steering group is not a decision making body but rather acts in an advisory role helping to disseminate information to the wider public and also help to outline other engagement channels which will be open to all. The steering group was subsequently formed in April/May 2016 and has met 5 times since its formation.

Attached in Appendix C of this report is a copy of the Terms of Reference (ToR) of the steering group. Meeting notes from the 5 steering group meetings can be downloaded from the project's webpage.

**Public Engagements** - To complement the results of the initial assessment of the existing transport conditions within the study, an engagement exercise was carried out with the aim to gather public views on the transport issues within the study area.

These engagements which took place from June to July 2016 included meetings with the steering group, engagements with the wider community (which included 3 drop-in events) and technical meetings with technical stakeholders such as Transport for London (TfL).

The Round 1 Engagement Plan and feedback from the public engagements are attached in Appendix D of this report.

- **Stage 3 – Strategic Traffic Modelling (March – November 2016)**

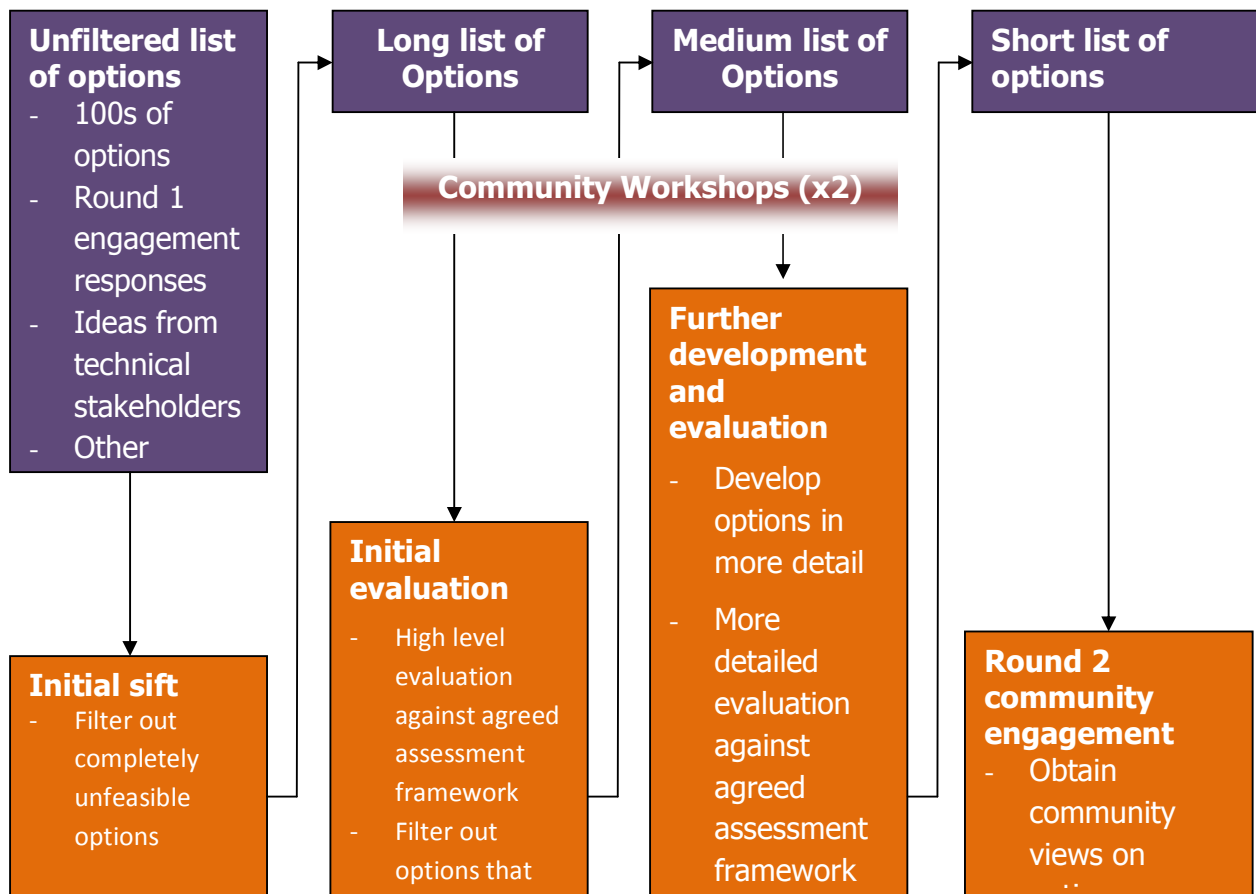
One of the objectives of this study is to model the impacts of future developments within the study area as well as any significant developments occurring in neighbouring boroughs which may have direct impact on the traffic flows and routes within the study area. This exercise has been carried out using the 2031 North London Highway Assignment Model (NOLHAM).

Some of the shortlisted options are also to be tested with the model to understand the key impacts and relative performances.

- **Stage 4 – Options Development and Testing (August 2016 – February 2017)**

Feedback received from the Round 1 Engagement exercise informed the development of a long list of options which has been filtered down to a short list of option through assessments against an agreed assessment framework along with feedback received through engagements with stakeholders within the study area.

Figure 2 below outlines the options identification and sifting process.



**Figure 2: Options identification and sifting process**

The options shortlist is made up of 5 main areas of improvements as follows:

### 1. Area-wide packages (2 packages of improvements)

- The first package offers minor improvements to the study area to include improvement to the streetscape, measures to effectively calm traffic within the study area, provision of advanced stop lines at signalised junctions for cyclists and measures to improve efficiency and reduce impacts of school run and deliveries
- The second package of improvements will deliver improvement to the pedestrian and cycle network within the study area through the establishment of viable cycle and pedestrian routes to complement existing routes, improvement to existing pedestrian crossings at a number of locations to improve pedestrian and cycle access across the area.

### 2. Green Lanes (2 alternative packages)

- Alternative 1 (Minor improvements) - include options that would improve conditions at various points along Green Lanes, via relatively small and minor interventions such as the installation of yellow box junctions, provision of pedestrian facilities at some signalised junction, banned turns etc.

- Alternative 2 (Continuous cycle facility) - proposes a continuous northbound cycle facility along the western kerbside. This package represents a more significant change from the existing situation and would therefore require further investigation, particularly with regards to the potential impacts on on-street parking and loading.
- 3. **Wightman Road/ Ladder (4 alternative packages )**
  - Alternative 1 (Minor Improvements) – includes movement of pavement parking onto the carriageway, enhanced enforcement of HGV restrictions, improvement to Wightman Road/ Turnpike Lane junction, installation of traffic calming along Endymion road and measures to discourage through traffic from Willoughby Road
  - Alternative 2 (Wightman Road one-way (northbound)) – The key feature of this package is that Wightman Road becomes one-way, in a northbound direction. This provides the opportunity to create a continuous cycle facility along Wightman Road. However, by displacing southbound traffic elsewhere, it is likely to put additional pressure on roads in the surrounding area, which means that mitigation measures may be required
  - Alternative 3 (Wightman Road one-way (southbound)) – This is the opposite of alternative 2. Similar mitigation measures may be required.
  - Alternative 4 (Wightman Road closed (filtered)) – key feature of this package is the closure (filtering) of Wightman Road similar to the arrangement deployed to facilitate the defective rail bridge replacement in Spring/ Summer 2016. This being the most radical alternative package offers the most transformation but with the highest cost and impacts across the large area creating the need for very extensive mitigation measures.
- 4. **Hermitage area package**- Proposed improvements include moving pavement parking onto the carriageway along Hermitage Road, Vale Road and Eade Road; junction improvements; footway widening under the Hermitage Road rail bridge to improve pedestrian safety.
- 5. **St Ann's/Gardens area package** – This package includes a range of options relating to the St Ann's and Gardens area. Proposed interventions include improvements along West Green Road and St Ann's Road, improved access arrangement around Chestnuts Primary School, options to convert the Warwick Gardens rising bollard to a permanent closure, provision of passing spaces on Gardens Roads and improvements to the St Ann's / Hermitage Road / North Grove roundabout

Documents detailing the shortlist options packages will be available on the study webpage when they are finalised.

▪ **Stage 5 – Round 2 Community Engagement (March – May 2017)**

The second round of community engagement is planned to take place from March to May 2017 with the aim to obtain the views of stakeholders on the

short list packages of improvements. This engagement exercise will take a similar format to the round 1 engagement.

▪ **Stage 6 – Final report (June – July 2017)**

A study report setting out study recommendations will be ready by end of July 2017.

**7. Funding to Implement Study recommendations**

**7.1** The study aims to identify short, medium and long term improvement measures to be implemented subject to funding availability and the decision making process.

1. **Short Term** – A proposal for a £350k bid was included within the LIP submission for 2017/18 related to the outcomes of this study. If awarded via the LIP process, this would deliver short term outcomes of the study. A funding allocation would need to be approved via a cabinet decision as part of the Sustainable Transport Works Plan in March/ April 2017. A further decision on the delivery of the short term improvements will be made following consultation with the Head of Operations and the Cabinet Member for Environment.
2. **Medium Term** – Subject to the level of future LIP funding from TfL, there is a potential for similar allocations in the 2018/19 and 2019/20 financial years, making a total of circa £1M.
3. **Long Term** – Implementation of the long term interventions will be subject to the identification funding from appropriate sources such as S106 from developments, TfL Major Schemes Bids, etc.

**8. Contribution to strategic outcomes**

The improvement measures identified through the Green Lanes study will contribute towards the delivery of Haringey's Corporate Plan Priorities.

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

**9.1 Comments of the Head of Legal Services**

9.1.1 N/A

**9.2 Chief Finance Officer Comments**

9.2.1 The cost of the Green Lanes Area Transport Study can be contained within the 2015/16 and 2016/17 budget funded from the Transport for London LIP allocations

### **9.3 Equal Opportunities**

- 9.3.1 The study team is working closely with the community to ensure they are fully engaged and therefore have ownership of the study outcomes. All engagement materials in relation to the study are distributed to all households / businesses within the study area and also placed on the Councils website to ensure that all stakeholders are made aware of the study proposals.

A dedicated webpage has also been created on the Council's website with background information and regular updates on the study which is readily accessible by all.

## **10. Appendices**

- Appendix A
  - 1. Green Lanes Study Brief
- Appendix B
  - 1. Study Programme
- Appendix C
  - 1. Steering Group Terms of Reference
- Appendix D
  - 1. Round 1 Engagement Plan
  - 2. Round 1 Engagement Feedback (by theme and area)

## **11. Local Government (Access to Information) Act 1985**

- 11.1 N/A



## London Borough of Haringey

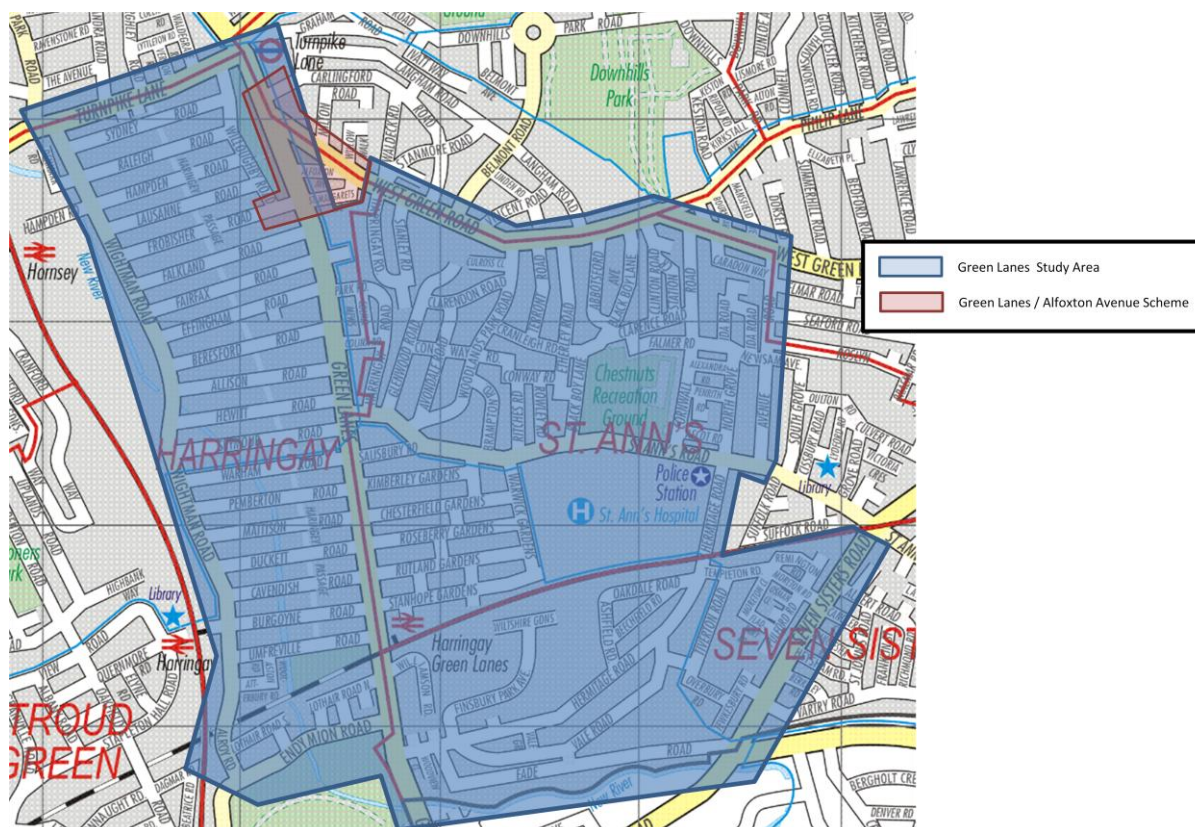
### Request for Quotation

### Green Lanes Area Transport Study

#### 1. Background

- 1.1 The area of Haringey under consideration as part of this study includes the Haringey Ladder, which as the name suggests is framed on either side by two well connected, north-south radial routes - Green Lanes (A105) and Wightman Road (B138) - joined to one another by a series of straight, east-west streets. The study is also to include a bigger part of St Ann's ward area which includes the Gardens area boarded to the west by Green Lanes (A105) and to the north by St. Ann's Road (B152) and the area north of St Ann's Road from Green Lanes to North Grove. To the south east of the study area is the Hermitage Road area, which has a number of point closures restricting access to the Seven Sisters area. There is limited access to the west of the study area due to the north-south railway line.

The study area is shown on the figure below



- 1.2 A series of historic independent changes to the traffic network inclusive of the point closures mentioned in section 1.1 above have altered the permeability of the borough roads to general traffic. The consequences of this being the increased pressure on some roads in a potentially inequitable manner, and given rise to issues



that may not have been originally foreseen.

- 1.3 Through the middle of the study area is the A105 Green Lanes corridor which runs between the junction with the A504 Turnpike Lane to the north and the Borough boundary with Hackney to the south, forming part of Transport for London's Strategic Road Network (SRN) and acting as an important north-south radial link to the north of central London. Green Lanes is a two-way, single carriageway road consisting of a general traffic lane in both directions with an additional southbound bus lane. Parking is accommodated by the provision of on-street pay & display bays for use outside the peak hour periods. Recent traffic counts in June 2015 recorded a 12hr flow of 16,776pcu and a daily traffic flow of 21,966pcu.
- 1.4 The area is mainly residential with a strong commercial focus, several primary schools and places of worship. The diverse nature of the area means that there is a number of differing requirements, each applying conflicting pressure to the highway network. For example the businesses in Green Lanes require parking in the locality, which reduces the carriageway space, thereby pushing through traffic into the residential areas during peak traffic periods.
- 1.5 In March 2015 a public meeting was held where members of the public and the business fraternity could air their concerns about the traffic conditions. This meeting was well attended and a number of concerns were raised. Due to the dynamics of the area a number of the issues raised are in conflict with each other.

The comments received have been collated and a summary provided in the table below. These comments are not exhaustive but provide a sample of some of the issues within the study area.

<b>Green Lanes Issues</b>
Remove the parking on Green Lanes in order to improve the throughput of traffic.
If cars are restricted from parking on Green Lanes will they be allowed to park on the Ladder Roads?
Introduce cycling facilities on Green Lanes.
There should be surveys to look at the sequencing of all the traffic lights in the area to allow traffic to flow freely.
Traffic builds up on Green Lanes and buses are held up behind traffic turning right into St Ann's Road, there should be a one way system through the Gardens.
<b>Ladder Roads Issues</b>
Why were the Gardens closed off and not the ladder roads? The ladder roads should be closed off.
The one way system installed in the ladder roads was a community led project which was supported by the majority of residents though it has caused many of the problems.
The traffic levels in Warham Road have increased dramatically over the years and it is not safe for children.
Bike hangars are requested on the Ladder roads following the success of the Warwick Gardens trial.
The turnout of and the junction in the vicinity of Hewitt Road is greatly improved following the right turn ban.
There are too many roads running between Green Lanes and Wightman Road which funnel traffic into Beresford Road.
<b>Alfoxton Avenue/Frobisher Road Area Issues</b>
Frobisher Road is dangerous to cross and would benefit from a diagonal crossing.
In Willoughby Road there is a problem with traffic coming from West Green Road, this causes a problem for children crossing.
<b>Wightman Road Issues</b>
Wightman Road should be closed and all traffic should be transferred to Green Lanes.
Wightman Road is the worst affected road, and has suffered from a lack of planning over 20-30 years, traffic should be kept to Green Lanes to prevent pollution and traffic issues.
The Turnpike Lane/Wightman Road junction should be made more pedestrian friendly.
Enforcement of the weight limit on Wightman Road is an issue
Wightman Road is a death-trap, the islands and traffic and traffic speeds are a hazard for cyclists.

<b>Hermitage Road Issues</b>
The Hermitage Road closure has caused a lot of access issues to St Ann's and Tottenham.
<b>Gardens Area Issues</b>
The 3 road closures around the Hermitage road area deflected traffic through the Gardens area resulting in an incident every month due to high volumes of rat-run traffic and inappropriate speeds. The rising bollard at Warwick Gardens was installed to stop the rat-run traffic.
<b>General Issues</b>
Ensure that all new developments in the area do not contribute to traffic levels in the area.
People should be discouraged from driving and more promotion of walking and cycling should be the focus.
The surveys should be 7 Days a week as there are problems caused by places of worship.
The number of HGV's in the area is a problem.
There should be equity in the treatment of all the roads in the area.
Historic road closures and one-way streets funnel traffic along a limited number of specific routes

- 1.6 In October 2015, the updated brief was circulated to Ward Councillors and community groups within the study area. Key concerns raised from this engagement process have been collated and a copy is attached in Appendix A of this brief.
- 1.7 The study area can be broken down into smaller identifiable areas, as listed below:
- Alfoxton Avenue/Frobisher Road Area;
  - Gardens Roads Area;
  - Green Lanes;
  - Hermitage Road Area;
  - Woodlands Park Road Area;
  - Ladder Roads Area; and
  - Wightman Road.
- 1.8 Though the study covers a number of areas and each have their own issues and problems the study as a whole needs to develop a series of measures on a holistic and equitable basis.
- 1.9 The Council is currently preparing a scheme to re-align the Green Lanes / Alfoxton Avenue junction and provide improvements to the public realm in front of Wordsworth Parade. As this is an adjoining scheme it will not be included within this study but the implications need to be taken into consideration.

## **2. Defining the need**

- 2.1 The aim of the study will be to identify:
- Specific measures to improve urban realm based on the Mayor's Better Streets principles;
  - Measures to rationalise traffic volume and routes, with the objective to establish a more equitable distribution of traffic within the study area. This should include an assessment of the impact of the road closures in the Gardens Area and Hermitage Road.
  - Measures to improve road safety for pedestrians and cyclists and all other road users;



- Measures to maintain or enhance bus service journey times and reliability;
  - Measures to enhance pedestrian accessibility into and within the study area; and
  - Measures to improve cycle access within the study area taking account of the CRISP study proposals.
- 2.2 The study will involve an assessment of the impacts of future developments within the study area as well as any significant development occurring in neighbouring boroughs which may have direct impact of the traffic flows and routes within the study area. This may require:
1. Highway modelling
    - A review of the 2031 North London Highways Assignment model [NOLHAM] O-D matrix making manual adjustments to the matrix to reflect Sites Development Plan Document (DPD) development;
    - A complete high level sense check of the NOLHAM model network to ensure forecast year network reflects predictions;
    - Running the 2031 matrix through NOLHAM;
    - Identifying highway network issues using model results. Comparing forecast London Plan 2031 with Sites DPD to assess development impact. Identify highway locations which are under stress, pinch points etc.
  2. Public transport modelling analysis
    - Review of TfL's public transport model Railplan network to ensure it includes all committed forecast year schemes
    - Use catchment area and Census data analysis to understand the uplift on station access/services. Compare against 2031 London Plan public transport forecasts to assess how changes will impact
    - For stations, complete a station capacity static analysis to understand pinchpoints. Make high level assessment on how extra passengers will affect service crowding.
    - Understand bus patronage current network trends. Discuss impact on bus network with TfL bus team.
- 2.3 A north-south Cycle Quietway route from Farringdon to Bowes Park is proposed traversing three boroughs. The section of the route through Haringey starts from Palmerstone Road in the north to Finsbury Park in the south. A route alignment through Wightman Road is more favoured to the planned route via Uplands Road provided there is filtered permeability. The consultant will be required to assess the impacts of closing Wightman Road to traffic except for access.
- 2.3 As part of the study the Consultant will engage with the Council, local Councillors & key stakeholders, businesses, residents and local community groups at a very early stage, with the view to encourage local community involvement to improve the local environment and enable people to feel safe and proud of where they live and work.





It is important that all groups are fully engaged and have ownership of any outcome.

- 2.4 There are a number of community and business groups within the study area and it is envisaged that representatives of these groups would form a steering group to act as a link between the consultants and the local community throughout the engagement process. It is also envisaged that there will be workshops and/or drop in sessions where individuals can get involved.

### 3. Specification

- 3.1 The consultant will be required to undertake a transport study including community engagement, which is considered to be a key element of the study. It is expected that the study will be undertaken in stages each marking a key milestone. It is likely that some of these stages will overlap.

The suggested key stages are highlighted below:

- *Stage One – Data Gathering*
  - Inception meetings; with Officers to occur on the week following award of contract and a separate Community/Council meeting on week commencing **Monday 7<sup>th</sup> March 2016**.
  - Initial set of Traffic Survey Data to be provided by LBH. Additional traffic surveys to be agreed with LBH following award of contract. The cost any additional traffic surveys will be paid for separately by Haringey and therefore shouldn't be added to quotations.
  - Road traffic collision data (provided by LBH);
  - Public Transport issues (provided by TfL);
  - Condition survey
- *Stage Two – Community Engagement (throughout study period)*
  - Establish and Chair a stakeholder group made up of Officers, Councillors and key stakeholder representatives to meet throughout the project;
  - A series of community meetings / workshops (possibly four meetings and two workshops). A list of community groups has been compiled. A copy can be found in Appendix B of this brief. While this list is not exhaustive it provides a guide to the kind of groups to engage with during the study.
  - Attendance at resident groups throughout the process. It is envisaged that two meetings for each group would be attended;
  - Updates to the community and Councillors via website, email and letter drop.
  - Cost of printing and distribution of public consultation materials and publicity for meetings etc will be paid for separately by Haringey.
- *Stage Three – Traffic Modelling*
  - Develop localised traffic model based on the North London Sub Regional Transport Model; and
  - Validate the traffic model.
- *Stage Four – Option Development & Testing*
  - Undertake a traffic movement study; and
  - Prepare and develop options. The options to be tested will be agreed with the Steering Group
- *Stage Five – Public Consultation*



- Attend stakeholder meeting / public meetings (Consultant to prepare consultation material and agree it with Council officers prior to distribution).
  - *Stage Six – Final Report*
    - Preparation of final proposals;
    - Provide feedback to key stakeholders and local residents on final proposals; and
    - Preparation and submission of final report and traffic modelling. Recommendation from the study should holistically and equitably address issues within the study area and demonstrate an area wide support rather than dealing with localised pockets of concerns that may contribute to, or be to the detriment of the wider community.
- 3.2 Monthly progress meetings will be arranged at the client's offices throughout the duration of the study so that progress can be discussed and any potential issues can be identified at an early stage by both parties.



#### 4. Evaluation of Tenders

Tenders will be evaluated on a 60:40 price; quality basis.

The bidder with the highest overall score (quality and price) will be awarded the contract

##### 4.1 Quality

The successful contractor will commit to complying with all the requirements listed in the specification. Failure to do so will result in exclusion from the evaluation process.

Please provide the following as part of your submission:

4.1.1 Insurance certificates for the following levels of cover:

- a. Professional Indemnity - £250,000
- b. Public Liability - £5,000,000
- c. Employer's Liability - £10,000,000

4.1.2 Your company details (if applicable) including registered address and number in order for a credit check to be carried out. If not applicable please state

4.1.3 **The Council is fully committed to improving the wellbeing of all who live and work in the respective Boroughs and London.** In pursuit of these aims we encourage contractors to pay those workers no less than the London Living Wage (as published by the Mayor of London from time to time – currently £9.40/hr). However, this **will not be** a contractual obligation and shall not be taken into account in evaluation at any stage in this procurement. Please state approximately how many of your workers who would be employed on this contract are currently paid **BELOW** the London Living Wage. Please note this is for information only.

4.1.4 **Provide a method statement** of a maximum of 20 pages (inclusive of appendices) outlining the following:

- An understanding of the brief (**weighting 10%**)
- How you will use your experience, knowledge and skills to deliver this brief (**weighting 10%**)
- Ability to deliver required outputs within specified timescale and submission of detailed project timetable/plan (**weighting 10%**)
- Project Team CV's demonstrating relevant experience and qualification (**weighting 10%**)

\*Submissions should be devoid of references to any marketing paraphernalia or link to any such websites advertising your company, products or services.

Items 4.1.1 above will be assessed on a pass/fail basis. You must provide evidence of, or state your willingness to acquire, the levels of insurance cover stated in 4.1.1 above

Items 4.1.4 (method statement) will be scored as follows:

Score	Criterion	Elemental Breakdown
0	Question not answered.	<ul style="list-style-type: none"> <li>No answer or response given or provided to the Question or part of the Question.</li> <li>Inappropriate and irrelevant response.</li> </ul>



Score	Criterion	Elemental Breakdown
1	<b>Poor</b> – Falls well short of meeting the requirements of the Question.	<ul style="list-style-type: none"> <li>Only a minimal response made to the Question or part of the Question being the subject of the response.</li> <li>Fails to understand all of the requirements of the Question or part of the Question being the subject of the response.</li> </ul>
2	<b>Low Expectations</b> - Meets some of the requirements of the Question.	<ul style="list-style-type: none"> <li>Covers a few of the elements / points set out in the Question or part of the Question being the subject of the response.</li> <li>Does not however show a full understanding of the Question or part of the Question being the subject of the response.</li> </ul>
3	<b>Satisfactory</b> - Largely meets the requirements of the Question.	<ul style="list-style-type: none"> <li>Indicates a broad understanding of the Question or part of the Question being the subject of the response but does not cover all the points required by the Question.</li> </ul>
4	<b>Good</b> - Meets all major requirements of the Question.	<ul style="list-style-type: none"> <li>Meets most of the points set out in the Question or part of the Question being the subject of the response but is still a comprehensive response.</li> <li>Provides a robust answer showing how the Tenderer will put theory into practice.</li> <li>Workable and practical methods/proposals provided in the response.</li> </ul>
5	<b>Excellent</b> - Meets and complies with all the requirements of the Question. No Reservations.	<ul style="list-style-type: none"> <li>Fully complies with the Question or part of the Question being the subject of the response</li> <li>Response demonstrates that the Tenderer has exceptional ability which shows clear potential to provide an exceptional service under the contract</li> </ul>

The score for each question will be multiplied by the weighting shown in brackets to the right of each question.

**Example:** Question 1 of the method statement has a maximum mark of 10%. If a tenderer's response was evaluated as 'minimum/satisfactory' they would receive a score of 3. The score of 3 would then be adjusted to a mark out of 10%, i.e.  $(3/5) \times 10\% = 6\%$ .



## 4.2 Price

Will be assessed on the basis of 60% broken down into fixed and day rate score as outlined below

- 4.2.1 Provide a fixed price quotation to undertake the study to the stated specifications (weighting 50%).
- 4.4.2 Unforeseen related pieces of work not scoped in this Quotation will be dealt with on a schedule of rate basis. Please state your day rate (note a day is equal to 7.5 hours) in the table below (weighting 10%)

	£ Day rate
Junior Consultant	
Consultant	
Senior Consultant	
Principal Consultant	
Partner	
TOTAL	

- Fixed price quotations will be assessed as follows:
- A score for the tendered price will be created by dividing each tender price by the lowest priced tender. This ratio is multiplied by the price weighting 50%
- $\frac{\text{Lowest price submitted}}{\text{Bid price}} \times 50\%$

For example if the lowest price bid is £400 and the highest price is £600

The calculation of price score for the lowest price is

$$400/400 = 1 \times 50 = 50\%$$

The calculation of price score for the highest price is

$$400/600 = 0.67 \times 50 = 33.3\%$$

- Day rate quotations for the various roles will be assessed in similar manner to the fixed price quotations.
- $\frac{\text{Lowest total day rate submitted}}{\text{Total day rate bid}} \times 10\%$

For example if the lowest total day rate for a Consultant is £700 and the highest is £900

The calculation of price score for the lowest price is

$$700/700 = 1 \times 10 = 10\%$$

The calculation for the highest overall day rate is

$$700/900 = 0.8 \times 10 = 8\%$$



The fixed price and day rate score will be combined to provide a total financial score

## **5. How to respond**

Responses to this Request for Quotation are required by 13.00hrs, 12<sup>th</sup> February 2016 (17 days from the day this notice of tender was distributed).

The information listed in 4.1 must be submitted.

Tender price submissions must be submitted using the table in section 4.2 (above).

Responses must be submitted using the online Delta eSourcing system ([www.delta-esourcing.com](http://www.delta-esourcing.com)). Tenders must be uploaded onto the Delta eSourcing portal Delta eSourcing system no later than 13.00hrs, 12<sup>th</sup> February 2016.

The code for accessing the tenderbox is **V3U2XP3EY6**

If you require any assistance with regards to using the portal, please contact the helpdesk operated by Delta on 0845 270 7050 or email at [helpdesk@delta-esourcing.com](mailto:helpdesk@delta-esourcing.com). If you have any issues regarding obtaining assistance on this number/email address, please contact the following email address/telephone number:

[cputenders@haringey.gov.uk](mailto:cputenders@haringey.gov.uk) / Telephone: 020 8489 3348

## **6. Conflicts of Interest**

The Council wishes to avoid conflicts of interest. In particular, Bidders should note that the Council may regard a conflict of interest as arising where the Bidder and/or a member or members of its supply chain has been involved in advising the Council on matters relating to this procurement or in the preparation of documents or information relating to this procurement,.

- 6.1 A conflict may also arise where a Bidder and/or a member of its supply chain has been involved in advising the Council on other Council projects.
- 6.2 A conflict may also arise where a staff member from the Bidder is related to one of the Council's members of staff or a councillor.
- 6.3 Bidders should note that the Council may disqualify a Bidder and/or its supply chain members where there is an actual, apparent or potential conflict of interest.
- 6.4 Before any decisions to disqualify or otherwise are taken Bidders will be offered the opportunity to prove that in the light of all relevant circumstances their participation would not have an adverse affect on competition.

## **7. Queries**

All questions posed by bidders in relation to this opportunity will be recorded

- please entitle queries with the name of tender
- A copy of all questions and answers will be maintained and distributed to all recipients of the RFQ.
- The Council will endeavour to circulate a complete list of answers to all questions submitted 3 days before the closing date (9<sup>th</sup> February 2016)
- Queries received after the closing date may not be answered.



### **8. Award of contract**

The contract will be awarded to the bidder with the most economically advantageous quotation under the terms and conditions set out in the 'Terms and Conditions' document available from the document library within the tenderbox on the Delta eSourcing website (see section 5 above for details).

### **9. Right to Amend, or Cancel**

The Council reserves the right to amend, cancel or withdraw this Request For Quotation at any time and not conclude a contract for services and or goods sought under this process.

### **10 .Time table**

RFQ Issued	26 January 2016
Closing date for receipt of response	12 February 2016
Anticipated award date	19 February 2016
Anticipated start date	29 February 2016

### **11. Appendices**

A – Comments from Stakeholders

B – List of Community Groups/Stakeholders



## Appendix A

### Comments from Stakeholders Engagement (October 2015)



## Stakeholders Engagement - October 2015

### Comments

We are the Trader representatives for Green Lanes Haringay. We represent approx 200 shops and businesses from Endymion Road N4 to Beresford Road N8

We have put your email out to our members and we have received numerous comments back with concerns about the point of looking to removing Parking from Green Lanes.

As you know, in Green Lanes, the majority of the shops does not have rear access, so they have to rely on deliveries and services from Green Lanes.

This could vary depending on the nature of the business as we now have a balance of both A1 and A3 usage.

Parking and traffic congestion has been a huge topic for us, and over the years, with different implementation that are not joined up to the other, have impacted on the whole area adversely, and we welcome this traffic study to reveal a solution.

I live on Seymour Road and have serious concerns about the traffic in the area. I'm woken every morning from 5am to my house shaking because of heavy vehicles and vans speeding up the street. At night I'm kept awake by the same sort of traffic as well as idling parked cars as people eat from the local restaurants, then discard their litter. Mopeds and scooters also frequently come down the street the wrong way. Its clear most of the traffic doesn't live on the street.

My concerns have increased since having a child, when crossing my own street I've had near misses with the pram. I hate to think of what will happen when my child starts walking.

Naturally I expect Green lanes to be busy, but not my residential street. I think a lot of the traffic comes from Green lanes and st Anne's road.

Seymour seems to have more traffic than many of the other roads. I bought a house on a residential street, its not a thoroughfare.

There is no police presence for speeding.

I work from home and have had meetings interrupted by heavy trucks. It just cheapens the area, no-one wants to move to a place with gross traffic.

Its not like being a thoroughfare adds any value to the area. So a truck might stop and buy £1 worth of chips - not the kind of area anyone wants to visit or live in.

We are against to remove parking spaces on Green Lanes, as this is only one way to loading /unloading goods to our business.



Living on Salisbury Road, as I do, I can tell you that, with the exception of Green Lanes itself and Wightman Road, Salisbury Road is by far the noisiest and most polluted street in the whole area.

It is, of course, my fault that I chose to live here, but nevertheless I very much hope something can be done.

My suggestion is that you re-open the two streets (at the moment shut off with pass-controlled bollards) that run through the Gardens and give access from St. Anne's Road to Green Lanes: Warwick Gardens and Cleveland Gardens, I believe they are called.

Clearly you have thought about this before and have shut them off for a purpose.

But it is really fair that we in Salisbury Road should take ALL the traffic?

A good deal of it turns left, at the top of Salisbury Road, onto Green Lanes.

It is highly probable, therefore, that these people could have turned up Warwick or Cleveland Gardens to arrive sooner at their desired destination.

I would be delighted if you could take my point on board.

If you decide that the status quo will remain and Salisbury Road will continue to be sacrificed for everybody else's health and peace, I would be very pleased to hear your reasoning.

And whilst I have your attention: could you also do something about the horrible, orange sodium street lights in Salisbury Road?

Every single other street in the area has the modern cream lights, which are both more effective and more aesthetically pleasing.



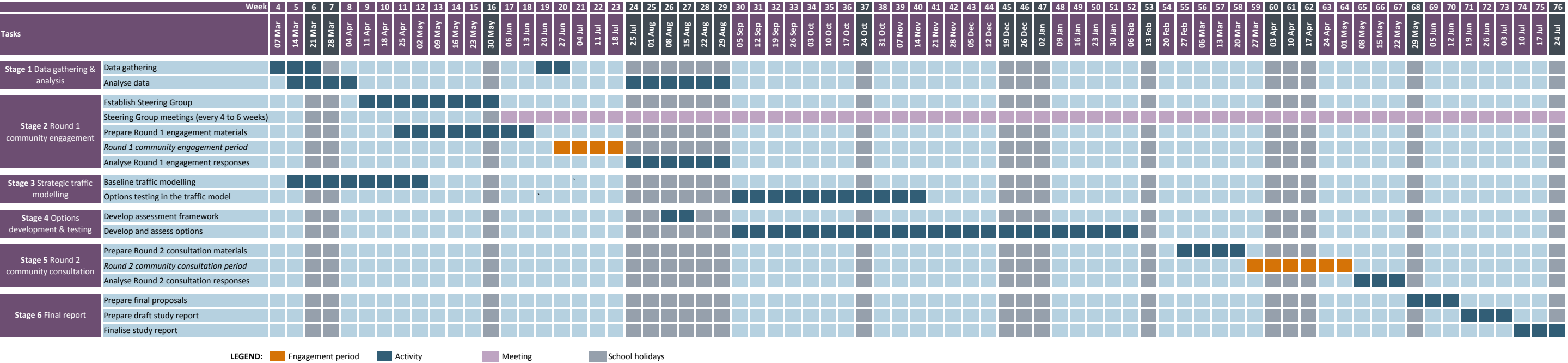
**Appendix B**  
**List of Community Groups/ Stakeholders**



Green Lanes Study - List of Stakeholders	
Community Group Name	Group Type
Gardens Residents Association	Resident Association
Hewitt Road Residents Association	
Ladder Community Safety Partnership (LCSP)	Community Safety Group
Neighbourhood Watch group - Hermitage Road	
Friends of Haringey Passage	Green Spaces group
Friends of Ducketts Common	
Friends of Fairland Park	
Friends of Finsbury Park	
Friends of Railway Fields	
The Gardens' Community Garden	
Harringay Green Lanes Traders Association	Traders Association
Pemberton Road Children's centre	Children Centres
North Haringey Infant School	Schools
South Haringey Primary School	
South Haringey Junior School	
St John the Baptist Greek Orthodox	Place of Worship
Liberty Church	
The Harvest Network	
London Islamic Cultural Centre	
The Parish Church of Saint Paul Harringay	
Healthwatch	Community Health
Turkish Cypriot Community Association	
Haringey Cycling Campaign	Cycling Group
London Buses	Buses
TfL - Network Management	Network Management



## Green Lanes Area Transport Study: study programme summary



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## Green Lanes Area Transport Study

### Terms of reference (ToR) of Steering Group

The steering group will:

- Provide an additional channel of communication with the wider community and help to disseminate information and outline other engagement channels which will be open to all
- Consist of members with a broad representation within the community
- Be chaired by the Cabinet Member for Environment.
- Act in an advisory role rather than be a decision making body
- Meet every 4-6weeks for the duration of the project.

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# Round 1 Engagement Plan

Steering Group	First newsletter	Engagement meetings (x4)		Webpage	
<p>Meetings at four to six week intervals throughout study</p> <p><b>Remit:</b></p> <ul style="list-style-type: none"><li>- Additional channel of communication</li><li>- Broad representation</li><li>- Chaired by Cabinet Member for Environment</li><li>- Advisory panel role only; not a decision making body</li></ul> <p>Summary minutes to be posted on webpage after each meeting</p> <p><i>First meeting on Thursday 09<sup>th</sup> June</i></p>	<p>Letter-drop + email</p> <p><i>Purpose is to inform the community that the study has commenced, and invite them to attend the drop-in sessions and visit the website.</i></p> <p>Contains:</p> <ul style="list-style-type: none"><li>- Some key facts to spark interest</li><li>- Scope of study (including study area map)</li><li>- Community drop-in sessions</li><li>- Link to website</li></ul>	<p>Technical meeting (x1)</p> <p><i>Purpose is to obtain input from technical stakeholders on issues and potential solutions.</i></p> <p>Attendees:</p> <ul style="list-style-type: none"><li>- Haringey officers</li><li>- TfL officers</li></ul>	<p>Community drop-in sessions (x3)</p> <p><i>Purpose is to present information and answer questions from the community on the study, as well as to obtain input on what people would like to see the future transport network to look like.</i></p> <p>Materials:</p> <ul style="list-style-type: none"><li>- Display board with key facts</li><li>- Butchers paper / Post-it notes for capturing ideas</li><li>- Cards with link to website</li></ul>	<p>Haringey page</p> <p><i>Purpose is to disseminate information about the study.</i></p> <p>Information including:</p> <ul style="list-style-type: none"><li>- First newsletter</li><li>- Summary findings from existing conditions analysis</li><li>- Link to interactive website</li><li>- Engagement Plans</li><li>- Steering Group Information</li><li>- Key consultation documentations</li><li>- Haringey Council and SDG Contact Information</li></ul>	<p>Interactive website (Will be accessed via link from Haringey page)</p> <p><i>Purposes is to obtain input on issues and solutions.</i></p> <ul style="list-style-type: none"><li>- Identify issues and solutions</li><li>- Respond to and comment on other people's issues and solutions</li><li>- Will be sorted by category</li></ul>

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Green Lanes Area Transport Study  
Round 1 engagement response analysis (includes website, email and written responses)  
Categorised by road / area

*This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.*

Ref	Issue description	Theme	Number of responses mentioning issue
	General		
T-7	Traffic calming measures needed on residential roads across the study area	TRAFFIC	<div></div> 33
T-8	Different and effective traffic calming measures needed (not speed bumps)	TRAFFIC	<div></div> 28
O-1	Concern over pollution levels	OTHER	<div></div> 26
P-2	Discourage driving for local shopping by making parking difficult/encourage use of sustainable modes/off peak travelling	PARKING AND LOADING	<div></div> 24
P-3	Introduce CPZ on residential roads surrounding Green Lanes. Review CPZ arrangements for all residential streets in study area	PARKING AND LOADING	<div></div> 22
P-4	Move on-pavement parking to the carriageway on Wightman Road and Hermitage Road	PARKING AND LOADING	<div></div> 18
T-16	Reopen all closed roads to spread traffic burden	TRAFFIC	<div></div> 15
T-18	Quality of life for local residents should not be compromised to cater for drivers from outside the area	TRAFFIC	<div></div> 12
T-19	Need to enforce speed limits better - drivers ignore these at present	TRAFFIC	<div></div> 11
O-3	Install CCTV cameras to catch fly tippers	OTHER	<div></div> 10
C-3	Would like more on street bike hangars	CYCLING	<div></div> 9
PT-3	Improve accessibility and staffing hours at stations	PUBLIC TRANSPORT	<div></div> 9
T-20	General issue with rat running on smaller streets in the area	TRAFFIC	<div></div> 9
T-21	HGV access on residential streets should be restricted, monitored and enforced (including Hermitage Road)	TRAFFIC	<div></div> 9
T-24	Speed bumps ineffective: drivers speed between them; shaking damages properties	TRAFFIC	<div></div> 8
PT-7	Piccadilly Line should stop at Haringay Green Lanes station	PUBLIC TRANSPORT	<div></div> 5
T-34	Reduce traffic near schools (and therefore pollution) e.g. Chestnuts Primary School	TRAFFIC	<div></div> 5
W-11	Remove all mini roundabouts in the borough; not pedestrian or cyclist friendly	WALKING	<div></div> 5
C-9	Create a cycle/ped path along the New River path	CYCLING	<div></div> 4
O-8	All changes should encourage/support walking, cycling and public transport use	OTHER	<div></div> 4
T-38	Road closure plans should consider disabled residents who are dependent on their car	TRAFFIC	<div></div> 4
W-12	Improve pedestrian path on the New River	WALKING	<div></div> 4
C-11	Improve road surface for cyclists e.g. verges potholed and uneven	CYCLING	<div></div> 3
C-15	The area needs a fully segregated north-south cycle lane	CYCLING	<div></div> 3
O-9	Improve street scape e.g. clear overgrown foliage, remove satellite dishes, more bins	OTHER	<div></div> 3
P-12	Require better enforcement of illegal parking outside schools	PARKING AND LOADING	<div></div> 3
T-44	General support for reduction in traffic in the area	TRAFFIC	<div></div> 3
W-18	Resurface footpaths	WALKING	<div></div> 3
W-19	Traffic islands are dangerous	WALKING	<div></div> 3
C-17	Improve drainage at kerbsides	CYCLING	<div></div> 2
C-18	Introduce ASL on major junctions in the area	CYCLING	<div></div> 2
O-12	Improve lighting and general condtions in parks	OTHER	<div></div> 2
O-14	Provide clearer signage and accessiblity to parks	OTHER	<div></div> 2
P-13	Kerbstones need repair/ lowering where pavement parking is permitted	PARKING AND LOADING	<div></div> 2
W-20	Improve access across railway lines	WALKING	<div></div> 2
W-22	Widen narrow pavements to improve pedestrian safety	WALKING	<div></div> 2
C-21	Engage with London Cycling Campaign to improve cyclist routes in the area	CYCLING	<div></div> 1
C-22	Increase cycle only route network	CYCLING	<div></div> 1
C-23	Install cyclist contraflows on one-way streets	CYCLING	<div></div> 1
P-14	Better enforcement of blue badge parking needed	PARKING AND LOADING	<div></div> 1
P-17	Provide designated lorry route for heavy vehicles making deliveries to avoid damage to buldings	PARKING AND LOADING	<div></div> 1
PT-13	Enforce bus lane parking restrictions	PUBLIC TRANSPORT	<div></div> 1
PT-15	Increase frequency and length of overground trains at Haringay Green Lanes station	PUBLIC TRANSPORT	<div></div> 1
PT-16	Increase frequency of 41 bus route	PUBLIC TRANSPORT	<div></div> 1
PT-18	Introduce a school bus service to reduce school drop off traffic	PUBLIC TRANSPORT	<div></div> 1
PT-19	Introduce park and ride service in the Green Lanes area	PUBLIC TRANSPORT	<div></div> 1
PT-21	Increase the frequency of the 67 bus route	PUBLIC TRANSPORT	<div></div> 1
PT-22	Re-route bus lanes	PUBLIC TRANSPORT	<div></div> 1
W-27	Rationalise street furniture to remove pedestrian pinch points	WALKING	<div></div> 1
W-28	Remove pedestrian crossings to help traffic flow	WALKING	<div></div> 1
W-30	Schools should have time controlled crossings to stop many individual crossings being made	WALKING	<div></div> 1
	Subtotal		324
	Green Lanes [A105]		
P-1	Remove parking on Green Lanes	PARKING AND LOADING	<div></div> 85
T-4	Improve Green Lanes/Hermitage Road junction - dangerous for cyclists/peds, light phasing not long enough for vehicles	TRAFFIC	<div></div> 35
T-9	Improve existing junction to Arena	TRAFFIC	<div></div> 26
PT-1	Introduce 24hr bus and cycle lanes on Green Lanes	PUBLIC TRANSPORT	<div></div> 19
C-1	Cycle lane needed in both directions the full length of Green Lanes	CYCLING	<div></div> 12
PT-2	Green Lanes bus lane operational hours should be extended	PUBLIC TRANSPORT	<div></div> 11
PT-4	Move bottleneck southbound bus stop at Arena south towards Endymion/Hermitage Roads or set back into pavement	PUBLIC TRANSPORT	<div></div> 8
PT-5	Reduce number of bus stops on Green Lanes - too many at present and causes congestion	PUBLIC TRANSPORT	<div></div> 8
T-25	St Ann's Road/Salisbury Road junction and ped improvements needed	TRAFFIC	<div></div> 8
W-4	Need to review number/location of pedestrian crossings on Green Lanes	WALKING	<div></div> 8
PT-6	Green Lanes bus lane should be tidal - southbound in the AM, northbound in the PM	PUBLIC TRANSPORT	<div></div> 7
T-27	Junction of Frobisher / Green Lanes / Alfoxton is dangerous; look at ways to address	TRAFFIC	<div></div> 7
T-28	Make St. Ann's junction two way	TRAFFIC	<div></div> 7
T-29	Need to improve junction at Endymion Road/Green Lanes (esp. light sequencing)	TRAFFIC	<div></div> 7
C-5	Improve cycling conditions on Green Lanes	CYCLING	<div></div> 6
C-6	Safer junctions for cyclists needed along Green Lanes	CYCLING	<div></div> 6
P-6	Removing parking on Green Lanes will force people to park on residential streets	PARKING AND LOADING	<div></div> 6
W-10	Pedestrianise Green Lanes	WALKING	<div></div> 6
W-8	Improve pedestrian crossing at Green Lanes junction with Alfoxton Avenue and Frobisher Road	WALKING	<div></div> 6
O-7	Make Green Lanes more 'green' - plant more trees, turn Homebase wall into a living wall	OTHER	<div></div> 5
PT-8	Do not move southbound bus stop at Arena Shopping Centre as this will discourage public transport use	PUBLIC TRANSPORT	<div></div> 4
PT-9	Move bottleneck bus stop on Green Lanes by Umfreville Road one block north	PUBLIC TRANSPORT	<div></div> 4
T-36	Improve light phasing at Salisbury Rd/Green Lanes junction	TRAFFIC	<div></div> 4
W-13	New pedestrian crossing needed on Green Lanes at Colina Road	WALKING	<div></div> 4
T-40	Allow right turn at Manor House junction	TRAFFIC	<div></div> 3
T-41	Ban U-turns on Green Lanes	TRAFFIC	<div></div> 3
W-16	Add pedestrian crossing at Frobisher Road and Green Lanes junction	WALKING	<div></div> 3
T-60	Remodel Green Lanes more like Wood Green High Street	TRAFFIC	<div></div> 2
W-23	Widen pavement on Green Lanes adjacent to the park	WALKING	<div></div> 2
O-15	Extend the safety barrier on Ducketts Common	OTHER	<div></div> 1
P-16	Parking restriction on Green Lanes will be unpopular with traders	PARKING AND LOADING	<div></div> 1
PT-10	Against more buses on Green Lanes	PUBLIC TRANSPORT	<div></div> 1
PT-11	Bus stops on Green Lanes should all be maintained for elderly/disabled	PUBLIC TRANSPORT	<div></div> 1
PT-12	Do not remove bus stop on south west corner of Turnpike Lane junction	PUBLIC TRANSPORT	<div></div> 1
PT-14	Green Lanes bus stop positioning could be altered to improve traffic flow	PUBLIC TRANSPORT	<div></div> 1
PT-17	Increase number of buses at peak time on Green Lanes	PUBLIC TRANSPORT	<div></div> 1
PT-20	Remove bottleneck bus stop on south west corner of Turnpike Lane junction	PUBLIC TRANSPORT	<div></div> 1
T-70	Make Green Lanes one way	TRAFFIC	<div></div> 1
T-82	Yellow box needed at Green Lanes junction with Alfoxton Avenue and Frobisher Road	TRAFFIC	<div></div> 1
W-25	More pedestrian crossings needed on Green Lanes	WALKING	<div></div> 1
	Subtotal		323

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Ref	Issue description	Theme	Number of responses mentioning issue
Turnpike Lane [A504]			
T-13	Replan junction of Wightman Road/Turnpike Lane - very dangerous for cyclists and pedestrians	TRAFFIC	20
C-8	Build a designated off road cycle lane on Turnpike Lane	CYCLING	5
T-47	No right turn out of Willoughby Road onto Turnpike Lane/or block off entrance	TRAFFIC	3
T-51	Remove no right turn on Wightman Road to Turnpike Lane so traffic is not forced onto the Ladder roads	TRAFFIC	3
Subtotal			31
West Green Road [A504]			
O-19	Resurface West Green Road - uneven and many potholes	OTHER	1
T-68	Improve Langham Road/West Green Road junction - currently causes bad congestion on Langham Road	TRAFFIC	1
T-69	Install west-bound right-turn lane from West Green Road to Belmont Road	TRAFFIC	1
W-26	Pedestrian crossing needed at Langham Road/West Green Road	WALKING	1
Subtotal			4
Seven Sisters Road [A503]			
T-31	Seven Sisters/Amhurst Park junction is very dangerous	TRAFFIC	6
T-81	Work with Islington Council to improve traffic conditions on Seven Sisters Road	TRAFFIC	1
Subtotal			7
Wightman Road [B138]			
T-1	Against permanent closure of Wightman Road	TRAFFIC	62
T-3	Keep Wightman Road filtered as it was during the bridge replacement	TRAFFIC	39
T-14	Better to limit traffic on Wightman Road than to shut it completely e.g. local traffic only	TRAFFIC	17
P-5	On-pavement parking on Wightman Road impedes pedestrians/wheelchair users/prams	PARKING AND LOADING	11
C-4	Improve cycling conditions on Wightman Road	CYCLING	7
P-10	Reduce carriageway width on Wightman Road to slow traffic	PARKING AND LOADING	4
T-45	Make Wightman Road one-way southbound only	TRAFFIC	3
Subtotal			143
St Ann's Road [B152]			
T-30	Salisbury Road carries too much traffic; should be residents only access	TRAFFIC	7
T-33	Look at light phasing/parking removal/lane layout on St Ann's road	TRAFFIC	5
T-39	Speed camera/deterrent light up sign needed on St Ann's Road	TRAFFIC	4
W-14	St Ann's road is dangerous for pedestrians and zebra crossings are frequently ignored	WALKING	4
C-12	Improved signange needed that cyclists join the roundabout emerging from North Grove	CYCLING	3
T-52	Salisbury Road is the only way to reach Green Lanes for some residents and access should not be restricted	TRAFFIC	3
T-62	St Ann's Road/Black Boy Lane changes need to be future proof, e.g. take new hospital dev site into account	TRAFFIC	2
Subtotal			28
Endymion Road [B150]			
T-22	Traffic calming/restrictions needed on Endymion Road	TRAFFIC	9
W-9	New pedestrian crossing needed on Endymion Road at Wightman Road junction	WALKING	6
W-15	Replace zebra crossing on Endymion Road with traffic light crossing to improve safety	WALKING	4
Subtotal			19
Sub-area: Gardens			
T-2	Keep bollards on Garden roads/ consisder permanent closure	TRAFFIC	53
T-11	Introduce further traffic calming on the Gardens roads	TRAFFIC	22
T-12	Bollards are costly and open to abuse	TRAFFIC	21
T-15	Gardens Roads bollard system should be seen as traffic calming best practice and rolled out further	TRAFFIC	17
C-2	Gardens Community Garden should not be sacrificed for cycle route	CYCLING	12
C-7	Bricked up railway arches to be used as cycle routes	CYCLING	5
P-9	Encourage parking on the Garden roads	PARKING AND LOADING	4
C-14	Safe cycle route needed through to Stanhope Gardens/Create official route	CYCLING	3
T-46	Need a passing place on Kimberley Gardens	TRAFFIC	3
T-48	Open the 'Gardens' Roads to relieve congestion	TRAFFIC	3
T-53	Against Garden roads becoming one-way	TRAFFIC	2
P-15	Free Sunday parking on Gardens streets causes congestion	PARKING AND LOADING	1
T-71	Make the Garden roads one-way	TRAFFIC	1
Subtotal			147
Sub-area: Hermitage			
T-5	Against opening of Hermitage Road	TRAFFIC	34
T-6	Must retain barriers on Eade Road and Vale Road	TRAFFIC	33
T-17	Traffic calming measures needed to make Eade Road safer	TRAFFIC	15
O-2	Create a second entrance/exit to Arena Shopping Centre at the rear	OTHER	13
W-1	Increase the size of pedestrian footpaths/ reduce traffic by Hermitage Road rail bridge	WALKING	11
O-4	Against creating a second exit/entrance to Arena via residential roads	OTHER	9
O-5	Redevelop Arena to limit retail and parking space, and increase housing there	OTHER	8
O-6	Do not limit retail at Arena; vital to local residents and economy	OTHER	5
T-32	Hermitage Road/Vale Road junction is dangerous	TRAFFIC	5
P-8	Encourage parking at the Arena car park	PARKING AND LOADING	4
T-35	Barrier on Hermitage Road should be a moving barrier to allow resident access	TRAFFIC	4
O-10	Remove Arena shopping centre altogether	OTHER	3
P-11	Double Yellow needs better enforcement/ review on Finsbury park avenue	PARKING AND LOADING	3
T-49	Ped crossing on Williamson Road (inside Arena) needs to be made safer. At present drivers speed/can't see it's a crossing	TRAFFIC	3
T-50	Remove Hermitage Road barrier to allow traffic access to Green Lanes	TRAFFIC	3
C-16	Create a cycling and walking bridge over the New River, linking Green Lanes and Clissold park	CYCLING	2
O-13	Opportunity to create more wildlife/natural env. On the north bank of the New River	OTHER	2
T-54	Blind corner at Hermitage Road/Finsbury Park Ave is dangerous	TRAFFIC	2
T-57	Hermitage Road closure leads to congestion in surrounding roads	TRAFFIC	2
T-59	Need signage that Eade Road is not a through route	TRAFFIC	2
O-16	Lamp posts missing at the entrance to Finsbury Park Avenue - safety risk at present	OTHER	1
T-67	Double yellow lines needeed the whole length of Finsbury Park Avenue	TRAFFIC	1
T-72	McDonalds Drive Thru at odds with reduction in car use	TRAFFIC	1
T-77	Remove barrier on Tiverton Road to allow traffic access to Tavistock and Overbury Roads	TRAFFIC	1
W-24	Create a direct walking route from Green Lanes to Sainsbury's	WALKING	1
Subtotal			168

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Ref	Issue description	Theme	Number of responses mentioning issue
	Sub-area: Ladder		
T-10	Add bollards to ladder streets/make residents and local traffic only	TRAFFIC	<div></div> 25
T-23	No right turn out of Beresford Road, to reduce through traffic	TRAFFIC	<div></div> 8
W-3	Add additional entrances to Finsbury park	WALKING	<div></div> 8
W-5	Build a bridge over the railway to continue the Harringay Passage to link to Finsbury Park	WALKING	<div></div> 7
W-6	Suggest a new entrance to Finsbury Park on Endymion Road	WALKING	<div></div> 7
W-7	The Harringay Passage is dirty and unsafe	WALKING	<div></div> 7
P-7	Introduce controlled parking bays on ladder roads	PARKING AND LOADING	<div></div> 5
T-37	Keep all ladder roads open, but: install CCTV congestion charge camera that charge non-residents/HGVs for access	TRAFFIC	<div></div> 4
C-10	Do not allow cyclists to use Harringay Passage	CYCLING	<div></div> 3
C-13	Lothair Road should be signposted as an official cycle route	CYCLING	<div></div> 3
W-17	Bridge access to Harringay Station is too steep - consider adding steps/lessening steepness	WALKING	<div></div> 3
O-11	Drug dealers frequent Ducketts Common	OTHER	<div></div> 2
T-55	Block access into Frobisher Road from Green Lanes	TRAFFIC	<div></div> 2
T-56	Do not agree with 'no right turn' out of Beresford Road	TRAFFIC	<div></div> 2
W-21	Open a pedestrian route through Ducketts common	WALKING	<div></div> 2
C-19	Allow cyclists to use Harringay Passage	CYCLING	<div></div> 1
C-20	Create official cycle routes through Finsbury park	CYCLING	<div></div> 1
O-18	Replace fence to Finsbury Park with iron fencing	OTHER	<div></div> 1
T-64	Ban through traffic from Ladder roads	TRAFFIC	<div></div> 1
T-65	Block entrance of Falkland Road onto Green Lanes	TRAFFIC	<div></div> 1
T-73	Narrowing of Ladder roads to one lane has made exit to Green lanes difficult	TRAFFIC	<div></div> 1
T-74	No left turn from Umfreville Road	TRAFFIC	<div></div> 1
T-75	No right turn from Hewitt Road has caused traffic to increase on Beresford Road	TRAFFIC	<div></div> 1
T-79	Reverse one-way direction on Beresford Road	TRAFFIC	<div></div> 1
T-80	Too costly to install a congestion charging system on the Ladder	TRAFFIC	<div></div> 1
W-29	Resurface footpath leading to Harringay Station and add drainage	WALKING	<div></div> 1
	Subtotal		99
	Sub-area: St Ann's		
W-2	Add a safe crossing on Blackboy Lane between Chestnut's School and the park, and across St Ann's Road	WALKING	<div></div> 8
T-26	Cornwall Road: Drivers ignoring one way system and speeding, speed bumps worn down and need replacing	TRAFFIC	<div></div> 7
T-42	Do not remove gate on Harringay Gardens - only leads to derelict alleyway	TRAFFIC	<div></div> 3
T-43	Don't remove control barrier at St Ann's Road to West Green Road	TRAFFIC	<div></div> 3
T-58	Make Etherley Road one-way	TRAFFIC	<div></div> 2
T-61	Remove control barrier at St Ann's Road to West Green Road and make Haringay Road two-way	TRAFFIC	<div></div> 2
O-17	New residential development at St Ann's hospital should restrict car ownership	OTHER	<div></div> 1
T-63	Avenue Road sees heavy traffic use - used as a cut through to St Ann's Road	TRAFFIC	<div></div> 1
T-66	Cornwall Road should be right turn only onto St Ann's Road	TRAFFIC	<div></div> 1
T-76	Problem with traffic diverting from Harringay Road down Colina Road	TRAFFIC	<div></div> 1
T-78	Remove North Grove barrier to St Ann's Road, and replace with a no entry sign	TRAFFIC	<div></div> 1
	Subtotal		30
	GRAND TOTAL		1323

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## Green Lanes Area Transport Study

## Round 1 engagement response analysis (includes website, email and written responses)

## Categorised by theme

*This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.*

Ref	Issue description	Number of responses mentioning issue	Sub-area / road
<b>TRAFFIC</b>			
T-1	Against permanent closure of Wightman Road	62	Wightman Road [B138]
T-2	Keep bollards on Garden roads/ consider permanent closure	53	Gardens
T-3	Keep Wightman Road filtered as it was during the bridge replacement	39	Wightman Road [B138]
T-4	Improve Green Lanes/Hermitage Road junction - dangerous for cyclists/peds, light phasing not long enough for vehicles	35	Green Lanes [A105]
T-5	Against opening of Hermitage Road	34	Hermitage
T-6	Must retain barriers on Eade Road and Vale Road	33	Hermitage
T-7	Traffic calming measures needed on residential roads across the study area	33	General
T-8	Different and effective traffic calming measures needed (not speed bumps)	28	General
T-9	Improve existing junction to Arena	26	Green Lanes [A105]
T-10	Add bollards to ladder streets/make residents and local traffic only	25	Ladder
T-11	Introduce further traffic calming on the Gardens roads	22	Gardens
T-12	Bollards are costly and open to abuse	21	Gardens
T-13	Replan junction of Wightman Road/Turnpike Lane - very dangerous for cyclists and pedestrians	20	Turnpike Lane [A504]
T-14	Better to limit traffic on Wightman Road than to shut it completely e.g. local traffic only	17	Wightman Road [B138]
T-15	Gardens Roads bollard system should be seen as traffic calming best practice and rolled out further	17	Gardens
T-16	Reopen all closed roads to spread traffic burden	15	General
T-17	Traffic calming measures needed to make Eade Road safer	15	Hermitage
T-18	Quality of life for local residents should not be compromised to cater for drivers from outside the area	12	General
T-19	Need to enforce speed limits better - drivers ignore these at present	11	General
T-20	General issue with rat running on smaller streets in the area	9	General
T-21	HGV access on residential streets should be restricted, monitored and enforced (including Hermitage Road)	9	General
T-22	Traffic calming/restrictions needed on Endymion Road	9	Endymion Road [B150]
T-23	No right turn out of Beresford Road, to reduce through traffic	8	Ladder
T-24	Speed bumps ineffective: drivers speed between them; shaking damages properties	8	General
T-25	St Ann's Road/Salisbury Road junction and ped improvements needed	8	Green Lanes [A105]
T-26	Cornwall Road: Drivers ignoring one way system and speeding, speed bumps worn down and need replacing	7	St Ann's
T-27	Junction of Frobisher / Green Lanes / Alfoxton is dangerous; look at ways to address	7	Green Lanes [A105]
T-28	Make St. Ann's junction two way	7	Green Lanes [A105]
T-29	Need to improve junction at Endymion Road/Green Lanes (esp. light sequencing)	7	Green Lanes [A105]
T-30	Salisbury Road carries too much traffic; should be residents only access	7	St Ann's Road [B152]
T-31	Seven Sisters/Amhurst Park junction is very dangerous	6	Seven Sisters Road [A503]
T-32	Hermitage Road/Vale Road junction is dangerous	5	Hermitage
T-33	Look at light phasing/parking removal/lane layout on St Ann's road	5	St Ann's Road [B152]
T-34	Reduce traffic near schools (and therefore pollution) e.g. Chestnuts Primary School	5	General
T-35	Barrier on Hermitage Road should be a moving barrier to allow resident access	4	Hermitage
T-36	Improve light phasing at Salisbury Rd/Green Lanes junction	4	Green Lanes [A105]
T-37	Keep all ladder roads open, but: install CCTV congestion charge camera that charge non-residents/HGVs for access	4	Ladder
T-38	Road closure plans should consider disabled residents who are dependent on their car	4	General
T-39	Speed camera/deterrent light up sign needed on St Ann's Road	4	St Ann's Road [B152]
T-40	Allow right turn at Manor House junction	3	Green Lanes [A105]
T-41	Ban U-turns on Green Lanes	3	Green Lanes [A105]
T-42	Do not remove gate on Haringay Gardens - only leads to derelict alleyway	3	St Ann's
T-43	Don't remove control barrier at St Ann's Road to West Green Road	3	St Ann's
T-44	General support for reduction in traffic in the area	3	General
T-45	Make Wightman Road one-way southbound only	3	Wightman Road [B138]
T-46	Need a passing place on Kimberley Gardens	3	Gardens
T-47	No right turn out of Willoughby Road onto Turnpike Lane/or block off entrance	3	Turnpike Lane [A504]
T-48	Open the 'Gardens' Roads to relieve congestion	3	Gardens
T-49	Ped crossing on Williamson Road (inside Arena) needs to be made safer. At present drivers speed/can't see it's a crossing	3	Hermitage
T-50	Remove Hermitage Road barrier to allow traffic access to Green Lanes	3	Hermitage
T-51	Remove no right turn on Wightman Road to Turnpike Lane so traffic is not forced onto the Ladder roads	3	Turnpike Lane [A504]
T-52	Salisbury Road is the only way to reach Green Lanes for some residents and access should not be restricted	3	St Ann's Road [B152]
T-53	Against Garden roads becoming one-way	2	Gardens
T-54	Blind corner at Hermitage Road/Finsbury Park Ave is dangerous	2	Hermitage
T-55	Block access into Frobisher Road from Green Lanes	2	Ladder
T-56	Do not agree with 'no right turn' out of Beresford Road	2	Ladder
T-57	Hermitage Road closure leads to congestion in surrounding roads	2	Hermitage
T-58	Make Etherley Road one-way	2	St Ann's
T-59	Need signage that Eade Road is not a through route	2	Hermitage
T-60	Remodel Green Lanes more like Wood Green High Street	2	Green Lanes [A105]
T-61	Remove control barrier at St Ann's Road to West Green Road and make Haringay Road two-way	2	St Ann's
T-62	St Ann's Road/Black Boy Lane changes need to be future proof, e.g. take new hospital dev site into account	2	St Ann's Road [B152]
T-63	Avenue Road sees heavy traffic use - used as a cut through to St Ann's Road	1	St Ann's



*This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.*

Ref	Issue description	Number of responses mentioning issue	Sub-area / road
T-64	Ban through traffic from Ladder roads	1	Ladder
T-65	Block entrance of Falkland Road onto Green Lanes	1	Ladder
T-66	Cornwall Road should be right turn only onto St Ann's Road	1	St Ann's
T-67	Double yellow lines needed the whole length of Finsbury Park Avenue	1	Hermitage
T-68	Improve Langham Road/West Green Road junction - currently causes bad congestion on Langham Road	1	West Green Road [A504]
T-69	Install west-bound right-turn lane from West Green Road to Belmont Road	1	West Green Road [A504]
T-70	Make Green Lanes one way	1	Green Lanes [A105]
T-71	Make the Garden roads one-way	1	Gardens
T-72	McDonalds Drive Thru at odds with reduction in car use	1	Hermitage
T-73	Narrowing of Ladder roads to one lane has made exit to Green lanes difficult	1	Ladder
T-74	No left turn from Umfreville Road	1	Ladder
T-75	No right turn from Hewitt Road has caused traffic to increase on Beresford Road	1	Ladder
T-76	Problem with traffic diverting from Harringay Road down Colina Road	1	St Ann's
T-77	Remove barrier on Tiverton Road to allow traffic access to Tavistock and Overbury Roads	1	Hermitage
T-78	Remove North Grove barrier to St Ann's Road, and replace with a no entry sign	1	St Ann's
T-79	Reverse one-way direction on Beresford Road	1	Ladder
T-80	Too costly to install a congestion charging system on the Ladder	1	Ladder
T-81	Work with Islington Council to improve traffic conditions on Seven Sisters Road	1	Seven Sisters Road [A503]
T-82	Yellow box needed at Green Lanes junction with Alfoxton Avenue and Frobisher Road	1	Green Lanes [A105]
<b>Traffic subtotal</b>		<b>724</b>	
<b>PUBLIC TRANSPORT</b>			
PT-1	Introduce 24hr bus and cycle lanes on Green Lanes	19	Green Lanes [A105]
PT-2	Green Lanes bus lane operational hours should be extended	11	Green Lanes [A105]
PT-3	Improve accessibility and staffing hours at stations	9	General
PT-4	Move bottleneck southbound bus stop at Arena south towards Endymion/Hermitage Roads or set back into pavement	8	Green Lanes [A105]
PT-5	Reduce number of bus stops on Green Lanes - too many at present and causes congestion	8	Green Lanes [A105]
PT-6	Green Lanes bus lane should be tidal - southbound in the AM, northbound in the PM	7	Green Lanes [A105]
PT-7	Piccadilly Line should stop at Harringay Green Lanes station	5	General
PT-8	Do not move southbound bus stop at Arena Shopping Centre as this will discourage public transport use	4	Green Lanes [A105]
PT-9	Move bottleneck bus stop on Green Lanes by Umfreville Road one block north	4	Green Lanes [A105]
PT-10	Against more buses on Green Lanes	1	Green Lanes [A105]
PT-11	Bus stops on Green Lanes should all be maintained for elderly/disabled	1	Green Lanes [A105]
PT-12	Do not remove bus stop on south west corner of Turnpike Lane junction	1	Green Lanes [A105]
PT-13	Enforce bus lane parking restrictions	1	General
PT-14	Green Lanes bus stop positioning could be altered to improve traffic flow	1	Green Lanes [A105]
PT-15	Increase frequency and length of overground trains at Harringay Green Lanes station	1	General
PT-16	Increase frequency of 41 bus route	1	General
PT-17	Increase number of buses at peak time on Green Lanes	1	Green Lanes [A105]
PT-18	Introduce a school bus service to reduce school drop off traffic	1	General
PT-19	Introduce park and ride service in the Green Lanes area	1	General
PT-20	Remove bottleneck bus stop on south west corner of Turnpike Lane junction	1	Green Lanes [A105]
PT-21	Increase the frequency of the 67 bus route	1	General
PT-22	Re-route bus lanes	1	General
<b>Public transport subtotal</b>		<b>88</b>	

*This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.*

Ref	Issue description	Number of responses mentioning issue	Sub-area / road
<b>PARKING AND LOADING</b>			
P-1	Remove parking on Green Lanes	85	Green Lanes [A105]
P-2	Discourage driving for local shopping by making parking difficult/encourage use of sustainable modes/off peak travelling	24	General
P-3	Introduce CPZ on residential roads surrounding Green Lanes. Review CPZ arrangements for all residential streets in study area	22	General
P-4	Move on-pavement parking to the carriageway on Wightman Road and Hermitage Road	18	General
P-5	On-pavement parking on Wightman Road impedes pedestrians/wheelchair users/prams	11	Wightman Road [B138]
P-6	Removing parking on Green Lanes will force people to park on residential streets	6	Green Lanes [A105]
P-7	Introduce controlled parking bays on ladder roads	5	Ladder
P-8	Encourage parking at the Arena car park	4	Hermitage
P-9	Encourage parking on the Garden roads	4	Gardens
P-10	Reduce carriageway width on Wightman Road to slow traffic	4	Wightman Road [B138]
P-11	Double Yellow needs better enforcement/ review on Finsbury park avenue	3	Hermitage
P-12	Require better enforcement of illegal parking outside schools	3	General
P-13	Kerbstones need repair/ lowering where pavement parking is permitted	2	General
P-14	Better enforcement of blue badge parking needed	1	General
P-15	Free Sunday parking on Gardens streets causes congestion	1	Gardens
P-16	Parking restriction on Green Lanes will be unpopular with traders	1	Green Lanes [A105]
P-17	Provide designated lorry route for heavy vehicles making deliveries to avoid damage to buldings	1	General
<b>Parking and loading subtotal</b>		<b>195</b>	
<b>WALKING</b>			
W-1	Increase the size of pedestrian footpaths/ reduce traffic by Hermitage Road rail bridge	11	Hermitage
W-2	Add a safe crossing on Blackboy Lane between Chestnut's School and the park, and across St Ann's Road	8	St Ann's
W-3	Add additional entrances to Finsbury park	8	Ladder
W-4	Need to review number/location of pedestrian crossings on Green Lanes	8	Green Lanes [A105]
W-5	Build a bridge over the railway to continue the Harringay Passage to link to Finsbury Park	7	Ladder
W-6	Suggest a new entrance to Finsbury Park on Endymion Road	7	Ladder
W-7	The Harringay Passage is dirty and unsafe	7	Ladder
W-8	Improve pedestrian crossing at Green Lanes junction with Alfoxton Avenue and Frobisher Road	6	Green Lanes [A105]
W-9	New pedestrian crossing needed on Endymion Road at Wightman Road junction	6	Endymion Road [B150]
W-10	Pedestrianise Green Lanes	6	Green Lanes [A105]
W-11	Remove all mini roundabouts in the borough; not pedestrian or cyclist friendly	5	General
W-12	Improve pedestrian path on the New River	4	General
W-13	New pedestrian crossing needed on Green Lanes at Colina Road	4	Green Lanes [A105]
W-14	St Ann's road is dangerous for pedestrians and zebra crossings are frequently ignored	4	St Ann's Road [B152]
W-15	Replace zebra crossing on Endymion Road with traffic light crossing to improve safety	4	Endymion Road [B150]
W-16	Add pedestrian crossing at Frobisher Road and Green Lanes junction	3	Green Lanes [A105]
W-17	Bridge access to Harringay Station is too steep - consider adding steps/lessening steepness	3	Ladder
W-18	Resurface footpaths	3	General
W-19	Traffic islands are dangerous	3	General
W-20	Improve access across railway lines	2	General
W-21	Open a pedestrian route through Ducketts common	2	Ladder
W-22	Widen narrow pavements to improve pedestrian safety	2	General
W-23	Widen pavement on Green Lanes adjacent to the park	2	Green Lanes [A105]
W-24	Create a direct walking route from Green Lanes to Sainsbury's	1	Hermitage
W-25	More pedestrian crossings needed on Green Lanes	1	Green Lanes [A105]
W-26	Pedestrian crossing needed at Langham Road/West Green Road	1	West Green Road [A504]
W-27	Rationalise street furniture to remove pedestrian pinch points	1	General
W-28	Remove pedestrian crossings to help traffic flow	1	General
W-29	Resurface footpath leading to Harringay Station and add drainage	1	Ladder
W-30	Schools should have time controlled crossings to stop many individual crossings being made	1	General
<b>Walking subtotal</b>		<b>122</b>	

*This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.*

Ref	Issue description	Number of responses mentioning issue	Sub-area / road
<b>OTHER</b>			
O-1	Concern over pollution levels	26	General
O-2	Create a second entrance/exit to Arena Shopping Centre at the rear	13	Hermitage
O-3	Install CCTV cameras to catch fly tippers	10	General
O-4	Against creating a second exit/entrance to Arena via residential roads	9	Hermitage
O-5	Redevelop Arena to limit retail and parking space, and increase housing there	8	Hermitage
O-6	Do not limit retail at Arena; vital to local residents and economy	5	Hermitage
O-7	Make Green Lanes more 'green' - plant more trees, turn Homebase wall into a living wall	5	Green Lanes [A105]
O-8	All changes should encourage/support walking, cycling and public transport use	4	General
O-9	Improve street scape e.g. clear overgrown foliage, remove satellite dishes, more bins	3	General
O-10	Remove Arena shopping centre altogether	3	Hermitage
O-11	Drug dealers frequent Ducketts Common	2	Ladder
O-12	Improve lighting and general condtions in parks	2	General
O-13	Opportunity to create more wildlife/natural env. On the north bank of the New River	2	Hermitage
O-14	Provide clearer signage and accessiblity to parks	2	General
O-15	Extend the safety barrier on Ducketts Common	1	Green Lanes [A105]
O-16	Lamp posts missing at the entrance to Finsbury Park Avenue - safety risk at present	1	Hermitage
O-17	New residential development at St Ann's hospital should restrict car ownership	1	St Ann's
O-18	Replace fence to Finsbury Park with iron fencing	1	Ladder
O-19	Resurface West Green Road - uneven and many potholes	1	West Green Road [A504]
<b>Other subtotal</b>		<b>99</b>	
<b>CYCLING</b>			
C-1	Cycle lane needed in both directions the full length of Green Lanes	12	Green Lanes [A105]
C-2	Gardens Community Garden should not be sacrificed for cycle route	12	Gardens
C-3	Would like more on street bike hangars	9	General
C-4	Improve cycling conditions on Wightman Road	7	Wightman Road [B138]
C-5	Improve cycling conditions on Green Lanes	6	Green Lanes [A105]
C-6	Safer junctions for cyclists needed along Green Lanes	6	Green Lanes [A105]
C-7	Bricked up railway arches to be used as cycle routes	5	Gardens
C-8	Build a designated off road cycle lane on Turnpike Lane	5	Turnpike Lane [A504]
C-9	Create a cycle/ped path along the New River path	4	General
C-10	Do not allow cyclists to use Harringay Passage	3	Ladder
C-11	Improve road surface for cyclists e.g. verges potholed and uneven	3	General
C-12	Improved signange needed that cyclists join the roundabout emerging from North Grove	3	St Ann's Road [B152]
C-13	Lothair Road should be signposted as an official cycle route	3	Ladder
C-14	Safe cycle route needed through to Stanhope Gardens/Create official route	3	Gardens
C-15	The area needs a fully segregated north-south cycle lane	3	General
C-16	Create a cycling and walking bridge over the New River, linking Green Lanes and Clissold park	2	Hermitage
C-17	Improve drainage at kerbsides	2	General
C-18	Introduce ASL on major junctions in the area	2	General
C-19	Allow cyclists to use Harringay Passage	1	Ladder
C-20	Create official cycle routes through Finsbury park	1	Ladder
C-21	Engage with London Cycling Campaign to improve cyclist routes in the area	1	General
C-22	Increase cycle only route network	1	General
C-23	Install cyclist contraflows on one-way streets	1	General
<b>Cycling subtotal</b>		<b>95</b>	
<b>GRAND TOTAL</b>		<b>1323</b>	



**Report for:** Environment and Community Safety Scrutiny Panel – 9 March 2017

**Item number:**

**Title:** Work Plan Update

**Report authorised by:** Bernie Ryan, Assistant Director of Corporate Governance

**Lead Officer:** Robert Mack, Principal Scrutiny Support Officer, 020 8489 2921  
[rob.mack@haringey.gov.uk](mailto:rob.mack@haringey.gov.uk)

**Ward(s) affected:** All

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

**1. Describe the issue under consideration**

- 1.1 This report gives details of the proposed work programme for the remainder of the municipal year.

**2. Cabinet Member Introduction**

N/A

**3. Recommendations**

- (a) To consider the future work programme, attached at **Appendix A**, and whether any amendments are required.
- (b) That the Overview and Scrutiny Committee be asked to endorse any amendments, at (a) above, at its next meeting.

**4. Reasons for decision**

- 4.1 The work programme for the Panel was agreed by the Overview and Scrutiny Committee at its meeting on 21 July 2016. Arrangements for implementing the work programme have progressed and the latest plans for Panel meetings are outlined in Appendix A.

**5. Alternative options considered**

- 5.1 The Panel could choose not to review its work programme however this could diminish knowledge of the work of Overview and Scrutiny and would fail to keep the full membership updated on any changes to the work programme.

**6. Background information**

- 6.1 The careful selection and prioritisation of work is essential if the scrutiny function is to be successful, achieve added value and retain credibility. On 6 June 2016, at its first meeting of the municipal year, the Overview and Scrutiny Committee agreed a process for developing the 2016/17 scrutiny work programme.
- 6.2 Following this meeting a number of activities took place, including a public survey and Scrutiny Cafe, where a large number of suggestions, including several from members of the public, were discussed by scrutiny members, council officers, partners and community representatives. From these activities, issues were prioritised and an indicative work programme agreed by the Overview and Scrutiny Committee in late July.
- 6.3 Therefore, whilst scrutiny panels are non-decision making bodies, i.e. work programmes must be approved by the Overview and Scrutiny Committee, this item gives the Panel an opportunity to oversee and monitor its work programme, attached at **Appendix A**, and to suggest amendments.
- 6.4 The Panel has been undertaking a review on fear of crime and further evidence sessions in respect of this have been arranged for 15 March and 24 April. A verbal update on progress will be provided at the meeting. In addition, the Overview and Scrutiny Committee has proposed that a review be undertaken on the issue of street cleansing. A meeting has been arranged between the Chair and relevant officers has been arranged to discuss the feasibility of this. As agreed previously, a meeting will be arranged to discuss the potential scope and terms of reference of the Panel's proposed review on parks.

### **Forward Plan**

- 6.5 Since the implementation of the Local Government Act and the introduction of the Council's Forward Plan, scrutiny members have found the Plan to be a useful tool in planning the overview and scrutiny work programme. The Forward Plan is updated each month but sets out key decisions for a 3 month period.
- 6.6 To ensure the information provided to the Panel is up to date, a copy of the most recent Forward Plan can be viewed via the link below:
- <http://www.minutes.haringey.gov.uk/mgListPlans.aspx?RP=110&RD=0&J=1>
- 6.7 The Panel may want to consider sections of the Forward Plan, relevant to the Panel's terms of reference, and discuss whether any of these items require further investigation or monitoring via scrutiny.

## **7 Contribution to strategic outcomes**

- 7.1 The individual issues included within the work plan were identified following consideration by relevant Members and officers of Priority 3 of the Corporate Plan and the objectives linked. Their selection was specifically based on their potential to contribute to strategic outcomes.

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

## **Finance and Procurement**

- 8.1 There are no financial implications arising from the recommendations set out in this report. Should any of the work undertaken by Overview and Scrutiny generate recommendations with financial implications then these will be highlighted at that time.

## **Legal**

- 8.2 There are no immediate legal implications arising from this report.
- 8.3 Under Section 21 (6) of the Local Government Act 2000, an Overview and Scrutiny Committee has the power to appoint one or more sub-committees to discharge any of its functions.
- 8.4 In accordance with the Council's Constitution, the approval of the future scrutiny work programme and the appointment of Scrutiny Panels (to assist the scrutiny function) falls within the remit of the Overview and Scrutiny Committee.
- 8.5 Scrutiny Panels are non-decision making bodies and the work programme and any subsequent reports and recommendations that each scrutiny panel produces must be approved by the Overview and Scrutiny Committee. Such reports can then be referred to Cabinet or Council under agreed protocols.

## **Equality**

- 8.6 The Council has a public sector equality duty under the Equalities Act (2010) to have due regard to:
- Tackle discrimination and victimisation of persons that share the characteristics protected under S4 of the Act. 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;
  - 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.
- 8.7 The Panel should ensure that it addresses these duties by considering them within its work plan and those of its panels, as well as individual pieces of work. This should include considering and clearly stating;
- How policy issues impact on different groups within the community, particularly those that share the nine protected characteristics;
  - Whether the impact on particular groups is fair and proportionate;
  - Whether there is equality of access to services and fair representation of all groups within Haringey;
  - Whether any positive opportunities to advance equality of opportunity and/or good relations between people, are being realised.
- 8.8 The Panel should ensure that equalities comments are based on evidence.

Wherever possible this should include demographic and service level data and evidence of residents/service-users views gathered through consultation.

## **9 Use of Appendices**

### **Appendix A – Work Programme**

## **10 Local Government (Access to Information) Act 1985**

External web links have been provided in this report. Haringey Council is not responsible for the contents or reliability of linked websites and does not necessarily endorse any views expressed within them. Listings should not be taken as an endorsement of any kind. It is your responsibility to check the terms and conditions of any other web sites you may visit. We cannot guarantee that these links will work all of the time and we have no control over the availability of the linked pages.

## Environment and Community Safety Scrutiny Panel

### Work Plan 2016-17

<p><b>1. Major Projects;</b> These will be dealt with through a combination of specific evidence gathering meetings that will be arranged as and when required and other activities, such as visits. There is unlikely to be capacity to undertake more than two projects within the year. Areas which cannot be covered in this way can instead be addressed through a “one-off” item at a scheduled meeting of the Panel. Issues selected will be subject to further development and scoping.</p>		
Project	Comments	Priority
Fear of Crime	<p>Survey data shows comparatively high levels of fear of crime within Haringey. This is reflected in above Corporate Plan target figures within the borough, whilst figures across London are showing a reduced level of concern. The issue is a key objective for the Council as well as a major priority for the new Borough Commander.</p> <p>The review will look at:</p> <ul style="list-style-type: none"> <li>• The Council’s objectives and performance in respect of fear of crime, including how data is currently collected and proposals to improve its accuracy;</li> <li>• The correlation between actual crime levels and fear of crime across the borough;</li> <li>• Action that could be taken to reduce fear of crime and its effectiveness, including what has proven to be successful in similar local authority areas;</li> <li>• The impact of visible efforts to reduce fear of crime and whether they provide reassurance; and</li> <li>• How relevant information is communicated to the public.</li> </ul>	1
Waste,	<ul style="list-style-type: none"> <li>• A range of topics linked to this have been raised:</li> </ul>	2

including fly tipping, litter and recycling	<ul style="list-style-type: none"> <li>○ Minimising dumped rubbish on the streets and fly-tipping;</li> <li>○ Improving the responsiveness of clean up operations and enforcement;</li> <li>○ Improving the commitment to recycling organic waste;</li> <li>○ Reducing the amount of litter and rubbish on Haringey streets;</li> <li>○ Dealing with overflowing bins in residential streets;</li> <li>○ Dumping of household goods and rubbish in the streets;</li> <li>○ Houses in Multiple Occupation (HMOs);</li> </ul> <ul style="list-style-type: none"> <li>● Work on this area could focus on the following; <ul style="list-style-type: none"> <li>○ Hot spot evidence;</li> <li>○ Behaviour change;</li> <li>○ Enforcement; and</li> <li>○ Resources.</li> </ul> </li> </ul>	
Parks	<ul style="list-style-type: none"> <li>● The following matters were raised at the Scrutiny Cafe on this issue; <ul style="list-style-type: none"> <li>○ Prevention of the privatisation of local green spaces;</li> <li>○ Enforcement action to minimise dog fouling in local parks and green spaces;</li> <li>○ The impact of dogs and their management in local parks and green spaces, including fouling and aggression;</li> <li>○ Prevention of park users from defecating in local parks (especially Ducketts Common); and</li> <li>○ Ensuring adequate funding and support for Haringey's Parks and Green Spaces.</li> </ul> </li> <li>● It was felt that a range of these issues could be addressed as part of a general review on parks. Some of the issues referred to above have already been considered by the review on Community Safety in Parks.</li> </ul>	3

**2. “One-off” Items;** These will be dealt with at scheduled meetings of the Panel. The following are suggestions for when particular items may

be scheduled.

Date of meeting	Potential Items
30 June 2016	<ul style="list-style-type: none"> <li>• Cabinet Member Q&amp;A - Environment; To question the Cabinet Member for Communities on current issues and plans arising for her portfolio.</li> <li>• Car Club – Network Expansion;</li> <li>• Waste, recycling and street cleansing data; and</li> <li>• Work Programme for the Forthcoming Year.</li> </ul>
4 October 2016	<ul style="list-style-type: none"> <li>• Cabinet Member Q&amp;A – Communities; To question the Cabinet Member for Communities on current issues and plans arising for his portfolio.</li> <li>• Community Safety Partnership; To invite comments from the Panel on current performance issues and priorities for the borough’s Community Safety Partnership. To include the following:               <ul style="list-style-type: none"> <li>○ Crime Performance Statistics - Update on performance in respect of the MOPAC priority areas plus commentary on emerging issues; and</li> <li>○ Statistics on hate crime.</li> </ul> </li> <li>• 20 mph Speed Limit; Enforcement/progress since Scrutiny Review.</li> <li>• Financial Monitoring; To receive an update on the financial performance relating to Corporate Plan Priority 3.</li> </ul>

8 December 2016	<ul style="list-style-type: none"> <li>• Cabinet Member Q&amp;A - Environment; To question the Cabinet Member for Communities on current issues and plans arising for her portfolio.</li> <li>• Waste, recycling and street cleansing data</li> <li>• Update on Prevent initiative.</li> </ul>
21 December 2016	<ul style="list-style-type: none"> <li>• Budget Scrutiny</li> </ul>
9 March 2017	<ul style="list-style-type: none"> <li>• Cabinet Member Q&amp;A – Communities; To question the Cabinet Member for Communities on current issues and plans arising from his portfolio.</li> <li>• Violence Against Women and Girls (VAWG) including; <ul style="list-style-type: none"> <li>○ Progress with Implementation of Recommendations of Scrutiny Review;</li> <li>○ Progress with Implementation of the Iris Scheme by Haringey CCG;</li> <li>○ Details of where referrals come from (e.g. wards).</li> </ul> </li> <li>• Sustainable Transport, including; <ul style="list-style-type: none"> <li>○ Reducing motor vehicle use and improving sustainable transport use in the borough;</li> <li>○ Achieving a more equitable balance between drivers, pedestrians and cyclists on our roads;</li> <li>○ Encouraging people to change their travel habits to help improve local air quality;</li> <li>○ The expansion of car clubs; and</li> <li>○ Supporting people to use more sustainable forms of transport.</li> </ul> </li> <li>• Green Lanes Traffic Review (to include Wightman Road).</li> </ul>



TBA:

- Team Noel Park Pilot
- Transport Strategy

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