




Haringey Council

Report for:	Cabinet 20 March 2012	Item number	To be added by the Committee Section
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Title:	Sustainable Transport Works Plan 2012/13
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Report authorised by :	Lyn Garner Director – Place and Sustainability 
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Lead Officers:	Joan Hancox, Head of Neighbourhood Services Malcolm Smith, Carbon Management and Sustainability
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Ward(s) affected: All	Report for Key/Non Key Decision: Key
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1. Describe the issue under consideration

This report outlines the transport projects and programmes to be delivered in 2012/13 and, where possible, for 2013/14. The report recommends approval for the Sustainable Transport Works Plan and provides details of the Council's progress and achievements on delivering transport investment in 2011/12.

2. Cabinet Member Introduction

We are investing more than £6.7m on sustainable transport in 2012/13. We are putting investment into repairing our roads and upgrading our lighting stock as well as supporting neighbourhoods through a range of smarter travel and road safety engineering initiatives. We are investing substantially in Wood Green and Green Lanes through LIP Major Schemes and Corridor funding, with Green Lanes also benefiting from additional Outer London funding from the Mayor. We will also be investing in Tottenham following last summer's riots. In summary, we are spreading our investment around the Borough to maximise the benefits to local residents and businesses.

I am also pleased to report that the Borough has been nominated as Transport Borough of the Year for its diverse range of achievements and the results will be known tomorrow evening (21st March 2012).

3. Recommendations

That Cabinet agrees the Sustainable Transport Works Plan for 2012/13.

4. Other options considered

- 4.1 The transport proposals and schemes which are part of the Council's transport Local Implementation Plan started with consultation on options for approaches and issues. The Plan was developed from the consultation responses and was previously agreed by Cabinet. The proposals for 2011/12 were agreed by Cabinet in December 2011.
- 4.2 Each year we commission independent surveys of our roads and footways to be able to assess their condition. All main roads are surveyed yearly, but footways and side roads are surveyed every four years. This survey then identifies the roads and footways which are in need of significant maintenance. The investment for 2012/13 in our planned carriageway and footway programme is estimated to enable us to treat approximately 3% of footway and carriageway areas identified as in need of attention. Last year we were able to treat 10% of those needing maintenance. Therefore we have explored different ways of allocating the funding and are proposing changing the way road and footway repairs are carried out to increase the number of roads where repairs are carried out. Further details are provided in section 5.

5. Background information

- 5.1 The Sustainable Transport Works Plan (attached as Appendix 1) sets out the yearly investment programme in the borough's highway and transport infrastructure, as well as its initiatives to encourage greater use of sustainable transport. In 2012/13 the total proposed investment is £6.743m. This is roughly the same as last year but a reduction on the level of investment from previous years. Most of the investment, £3.842m from TfL through the LIP, with other TfL funding of £235,000. In addition the Council is providing £1.2m for investment in the borough's highways, structures, drainage and road safety. Next year will also see the start of investment as a result of successful applications to the Outer London Fund of £0.25m for micro squares in Green Lanes and for public realm regeneration in Tottenham at £0.5m. Together with funding from developments (s106 and s278) this will provide further funding of about £1.25m. Full details of all the proposed works, including a ward by ward breakdown, are attached as Appendix 2 of the STWP.
- 5.2 The Mayor required the Council to prepare a new Local Implementation Plan [Transport Strategy] following publication of the Mayor's Transport Strategy in May 2010. A draft was prepared which was subject to wide consultation in 2010 and submitted to TfL in December 2010. Following some minor changes TfL approved the final LIP in October 2011. Appendix 6 includes a summary of the final LIP.

5.3 2011/12 Performance and Achievements

5.4 The diverse and innovative projects delivered in 2010/11 have been recognised by the London Transport Awards where Haringey has been nominated for Transport Borough of the Year.

5.5 Details of our performance and achievements can be found in the Sustainable Transport Works Plan. A summary of the salient achievements is set out below:

- **Launch of our Smarter Travel programme.** Launched at the Green Lanes Food Festival our programme has been developed in partnership with TfL and has included successful cross borough working with our neighbouring boroughs Islington and Enfield.
- **Awarded Biking Borough status.** This enabled us to unlock additional Biking Borough funding from TfL who have been impressed with the range of initiatives we have developed to promote and encourage cycling in the borough.
- **Langham Road Area DIY Streets scheme.** Working in partnership with the charitable organisation Sustrans, we are the first borough in the country to deliver an area wide DIY Streets scheme. Previously only single roads have been used for this initiative. The extensive involvement of the local community and other stakeholders from the inception stage of the scheme has been recognised as 'best practice' for community involvement and we have presented our approach at TfL briefing sessions.
- **West Green Gyratory Urban Realm Improvements.** As a result of our design for providing public realm improvements, with attention to improving pedestrian and cycling facilities, we have successfully secured additional funding from TfL and Sustrans for the delivery of this work.
- **Successful delivery of additional Government pothole funding.** During the year the Government allocated £214,000 additional funding to address cracks and potholes along the public highway to effectively seal roads before the winter months, therefore reducing the prospect of deterioration. Through engagement with the Area Committees we successfully identified local issues in each ward and delivered pothole and patching repairs by the end of December 2011.
- **Major Schemes.** Wood Green Town Centre has been identified as a major scheme for Haringey with the potential of £4m+ TfL funding to deliver a range of public realm improvements. The scheme is still at the feasibility and design stage but we have already received praise from TfL for our approach following a presentation to their design review panel.
- **Tottenham Recovery Works.** Following the riots, extensive damage was caused to the public highway, buildings and utilities underground services. This required the closure of Tottenham High Road, a strategic route in the borough, to enable repairs to be made. The speedy coordination of this work by officers from Sustainable Transport ensured the closure was kept to a minimum.

5.6 2012/13 Challenges

- 5.7 The continuing pressure on Council resources both revenue and capital as well as the scale of the works to be delivered with grant funding will continue to be major challenges. The reduced funding for planned carriageway and footway maintenance, down from £1.3m in 2011/12 to £500,000 has resulted in developing a different working approach to maintaining our 350km of roads and 700km of pavements.
- 5.8 In previous years we have resurfaced whole lengths of roads as this provides the greatest protection against deterioration and therefore reduces ongoing maintenance costs. We have also resurfaced whole sections of footways, where required, to provide a consistent material along the full length of the footway.
- 5.9 We are now planning to resurface only the worst sections of carriageway rather than resurfacing/reconstructing whole lengths of roads. As part of this approach we will consider patching the centre of the carriageway only, thereby leaving the 'parked' areas of carriageway, as they experience less wear and tear, which we tried on one road last year. This will be considered on a road by road basis based on condition.
- 5.10 With regards to footway maintenance, priority will be given to providing 'black top' surfacing as this provides greater maintenance benefits and will enable us to consider a great number of footways for the limited funding available. This is in line with our policy of replacing paving with 'black top' except in town centres or conservation areas. We will also consider repairing sections of black top footways rather than the full length of a footway.
- 5.11 Each year we commission independent surveys of our roads and footways to be able to assess their condition. All main roads are surveyed yearly, but footways and side roads are surveyed every four years. This survey then identifies the roads and footways which are in need of significant maintenance. The investment for 2012/13 in our planned carriageway and footway programme is estimated to enable us to treat approximately 3% of footway and carriageway areas identified as in need of attention. With the changes to our approach described above, we hope to be able to treat 4% of roads needing maintenance, although this will be part of the road or footway. Last year we were able to treat 10% of those needing maintenance.
- 5.12 There has been investment in street lighting since 2002 and almost 80% of the borough's street lighting has been updated. The Planned Street Lighting budget has been reduced from £800,000 in 2011/12 to £400,000. We will prioritise this investment to replace our existing stock of cast iron lamp columns as these are now the oldest in the borough and deterioration of the iron has resulted in many of them being considered unsafe.
- 5.13 Our new responsibilities under the Flood and Water Management Act will also provide a further challenge in 2012/13. This includes further work on a Surface Water Management Plan, flood risk policies for the Core Strategy, building in-house capacity and expertise and establishing a Sustainable Drainage Systems (SUDS) approval body by October 2013. A case for the grant (£206,000) for meeting the Council's new responsibilities is currently being developed.
- 5.14 We have engaged consultants Opus to assist us in developing criteria for prioritising our maintenance budget. This will enable us to improve our evidence based approach for highway maintenance based on the level of budget available to ensure that it is being

allocated effectively. This will be used for developing future programmes and enable us to clearly set out what can be achieved through varying levels of investment, based on the current condition of our highway and street lighting stock.

- 5.15 **Smarter Travel** – Our Smarter Travel programme was launched in September 2012 and we have set ambitious targets to achieve reduced car use and increase walking and cycling trips as well as improve the borough's road safety record.
- 5.16 **Olympics Moratorium** -The Olympics and Paralympics will place serious constraints on the delivery of the works programme. A moratorium on works on major roads and bus routes will be in place between the months of June to September. Following on from this TfL works programmed for Tottenham Gyrratory will also place constraints on the work we will be able to deliver due to the possible displacement of traffic onto the Wood Green/Green Lanes corridor. This will make programming the delivery of our works extremely challenging with a small window of opportunity between April and May and then from October. We aim to deliver our planned maintenance programmes during April and May with the remaining works delivery from October.
- 5.17 **Tottenham and Green Lanes Regeneration Funding** – The riots in Tottenham in August 2011 led to additional Government and Mayoral resources being directed towards transport projects in Tottenham to assist community recovery and regeneration. In 2012/13 £500,000 of funding has been identified to deliver public realm improvements at Tottenham Green and Bruce Grove market and highway works to support the Northumberland Park development. The Council is keen to show that a real difference to Tottenham can be achieved within twelve months and so these schemes will need to be designed and delivered within a short timescale. Works are expected to start in 2012/13 and continue into 2013/14. In addition the Borough benefits from Mayoral Outer London Fund which will support urban realm type measures in Green Lanes through projects led by the local community and complements our LIP funding.
- 5.18 **Neighbourhoods and Engagement** – The last year has seen significant changes with the restructure of Single Frontline creating Neighbourhood Services and the governance review changing the role of Area Forums and Committees. Area Committees are able to suggest schemes for inclusion in the LIP. An Enablement and Engagement Team has been set up as part of the restructure of Single Frontline Services. The team will be responsible for greater engagement with local stakeholders to help identify and define priorities and types of measures to be delivered through the works plan. We will use our DIY Streets approach to engage local communities when developing road safety, smarter travel and urban improvement schemes and use the Area Forums/Committees to inform, consult and report on schemes.

6. Comments of the Chief Financial Officer and Financial Implications

- 6.1 The currently approved sustainable transport investment programme for 2012/13 is funded as follows:

Funding Source	£m
TfL Grant [LIP and other funding]	3.077
TfL Wood Green Major Scheme	1.000
Council Investment	1.200
Tottenham regeneration	0.500

Outer London Fund	0.250
Section 106/278/developer agreement	0.716
Total	6.743

- 6.2 It should be noted that S106/278/developer funding is subject to variation and is dependent on progress of development schemes. The Tottenham regeneration funding is also subject to final approval by the GLA.
- 6.3 The Sustainable Transport Works Plan includes the 2012/13 capital budget allocation to be funded from council investment.

7. Head of Legal Services and Legal Implications

- 7.1 The Head of Legal Services comments that the Highways Act 1980 imposes on a highway authority the duty to maintain highways maintainable at public expense. The standard of maintenance is the standard necessary to accommodate the ordinary traffic which passes, or may reasonably be expected to pass along the highway.
- 7.2 Otherwise, there are no implications arising directly from the recommendations in the report at this stage. However, legal implications may arise as the Plan is implemented, in terms of, amongst other things, procurement, property and compliance with the requirements of relevant legislation.

8. Equalities and Community Cohesion Comments

- 8.1 Part of our works programme supports better access to the public transport and highway networks and footway enhancements which particularly benefit people with mobility handicaps and disabled people.
- 8.2 Our programme seeks to reduce road user casualties through the integrated transport funding including road safety projects and smarter travel programme. Reduced crime could be expected from improvements to street lighting.

9. Head of Procurement Comments

N/A

10. Policy Implications

N/A

11. Use of Appendices

Appendix: Sustainable Transport Works Plan 2012/13

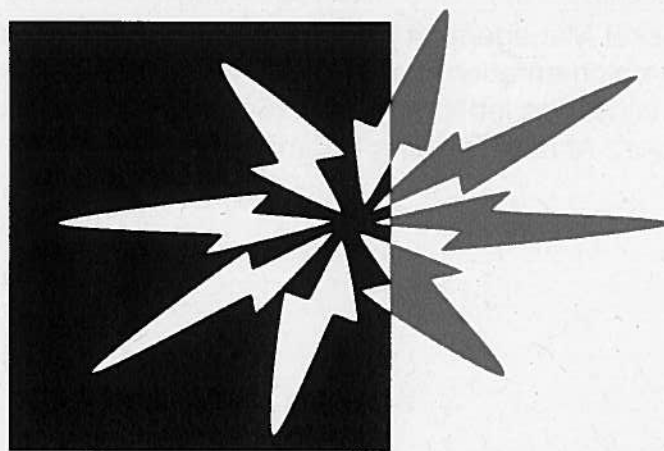
12. Local Government (Access to Information) Act 1985

- a. Highways Asset Management Plan
- b. Final Local Implementation Plan October 2011
- c. LIP funding allocation letter from TfL, 15 December 2011
- d. Cabinet Report, Annual Funding Submission for 2012/13, 4 October 2011

APPENDIX A

LONDON BOROUGH OF HARINGEY

SUSTAINABLE TRANSPORT WORKS PLAN
2012-13



Haringey Council

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Introduction

- 1.1 This document sets out Haringey's Sustainable Transport Works Plan for 2012/13, giving the list of highway and transport schemes that will be carried out on the Borough's roads in 2012/13 as well as those proposed for 2013/14 where known. It also sets out our projects to increase the proportion of journeys made on foot, by bicycle or public transport.
- 1.2 This plan is an integral part of a Sustainable Transport system for the Council. The maintenance of the Council's highways infrastructure is key to ensuring that public transport, pedestrians, cyclists and powered two wheelers are able to use the roads as well as cars and freight.

Background

- 2.1 The annual Sustainable Transport Works Plan shows what has been achieved in 2011/12 [Appendix 4] and outlines the programme of work and investment for the Sustainable Transport Works Plan for 2012/13. It also includes the proposals for detailed scheme consultation on a scheme by scheme basis.
- 2.2 An Enablement and Engagement Team has been set up as part of the restructure of Single Frontline Services. The team will be responsible for greater engagement with local stakeholders to help identify and define priorities and types of measures to be delivered through the works plan. We will use our DIY Streets approach to engage local communities when developing road safety, smarter travel and urban improvement schemes and use the Area Forums/Committees to inform, consult and report on schemes.
- 2.3 Each year the Council funds improvements to the borough's transport infrastructure from a number of sources. These improvements are in line with the objectives of the Mayor as expressed in the Mayor's Transport Strategy.
- 2.4 For 2011/12 and onwards our LIP funding will be allocated as a single "block grant" transport fund on the basis of a formula. This funding would cover the former corridors, neighbourhoods and smarter travel measures. Allocation for the maintenance of principal roads and bridges are on the basis of measurable need and uses a different formula. Major Schemes funding is for projects in excess of £1m with a three step process for development and implementation with funding allocated through a competitive bidding process. Together with the move to a single fund TfL are also giving more certainty to funding in future years. TfL provided LIP allocations for 2012/13 and 2013/14. However, we can expect along with all other boroughs an additional allocation for 2013/14 following a decision by the Mayor in February 2011 to increase LIP funding to boroughs over the initial allocation as notified in December 2010.
- 2.5 TfL is retaining about £16m of LIP funding for 2013/14 which will be allocated to programmes once the winter 2011/12 Principal Road Maintenance surveys have been completed which is expected to be by March 2012. We have included

provisional allocations for types of programmes for 2013/14 where available in the details of schemes.

Policy and Performance

- 3.1 With the formation of the new Government in May 2010 a wide range of national targets were abolished. However, TfL still requires us to set core targets and local targets and associated performance indicators within the LIP. Core targets for the mandatory indicators are mode share, bus service reliability, asset condition, road user casualties and CO2 emissions with non-mandatory local targets for non-car mode share, pedestrian casualties, child casualties and accessible bus stops. The tables below detail our performance for the core targets. For some performance data a three year average is used to reduce sampling errors. The data is provided by TfL, mainly from its annual Travel in London report.

Core Target	Performance				LIP target	
	2005/8 %	2006/7 – 2008/9 %	2007/8 – 2009/10 %	2008/9 – 2010/11 %	2013/14 %	2030/31 %
Walking mode share	33	31	34	35	32	35
Cycling mode share	1	2	2	1	3	5

We have already met our target for walking mode share but more work is needed to encourage more cycling to meet our LIP targets.

Core Target	Performance			LIP target	
	2008/9	2009/10	2010/11	2013/14	2030/31
Bus service reliability [Excess wait time]	1.02	1.0	1.0	1.2	1.2

We have already met our LIP targets.

Core Target	Performance					LIP target	
	2006/7 %	2007/8 %	2008/9 %	2009/10 %	2010/11 %	2013/14 %	2017/18 %
Asset condition [proportion of principal road network in poor condition]	8.0	7.5	7.6	6.6	7.0	7.0	6.0

Overall our performance shows an improvement in the last few years and we are on course to meet our LIP target for 2013/14.

Core Target	Performance				LIP target	
	2005/7	2006/8	2007/9	2008/10	2013/14	2020
Road user casualties: KSI	96	92	85	86	80	60
Road user casualties: total casualties	826	806	820	886	675	338*

* target relates to 2031

No targets for road user casualties have been set by the Mayor. Our LIP target is based on an assumed 50% reduction in KSI casualties in the Mayor's Transport Strategy. Our performance indicates we are on track to meet our LIP targets. For slight casualties the recent increase reflects the overall picture in London as well as our focus on reducing KSI casualties and child casualties.

Core Target	Performance			LIP target	
	2005	2008	2009	2013/14	2020
CO2 emissions from ground based transport [kilotonnes]	159	164	149	138	90

We are on target to meet our interim LIP target for 2013/14.

Design Policy

- 3.2 Footway improvements will in general convert paved footways to '*black-top*' bitumen macadam except where this in town centres or Conservation areas, as this leads to less trips and easier protection against vehicular damage. In particular any footways where vehicles are allowed to park with two wheels on the footway will be constructed with a hidden concrete strengthening below a '*black-top*' bitumen surfacing wherever possible.

Consultation

- 4.1 The various schemes developed through this works plan will now be the subject of further consultation. The level of consultation depends on the impact of the scheme on the local community. In line with good practice the Council will always feedback following consultation and will use the Area Forums/Committees to present, consult and notify of scheme proposals.

4.2 Cabinet agreed to a consultation strategy for schemes in March 2008. Under the system there are different levels of consultation based on the following 3 levels of notification and consultation:

- Notification of works (All works)
- Statutory notification (All schemes that require statutory notification)
- Full consultation (Any high profile schemes – agreed as part of this Sustainable Transport works programme and any other schemes that later seem to require it by the agreement of the Lead Member)

4.3 The Council has a commitment to engage all stakeholders when developing proposals to address traffic and transport issues. Schemes developed for the Works Plan will be the subject of consultation as summarised above.

4.4 The proposed consultation process is shown for each scheme type in the table in Appendix 3.

Details of Schemes

5.1 The capital allocation for 2012/13 has been financed by the following funding streams:

- TfL's Local Implementation Plan Funding (LIP), including funding for car clubs and Biking Borough - £3.077m
- Wood Green Major scheme - £1.000m
- The Council's capital investment - £1.2m
- Tottenham regeneration fund - £0.500m
- Outer London Fund - £0.250m
- Schemes funded from other funding sources - £0.716m

5.2 This report will set out, in turn, the details of the proposed projects. These are by type of works, rather than by funding source. The report does not detail revenue works as these are of a routine maintenance nature and are more responsive in nature. A breakdown of investment by ward is included as Appendix 5.

Main Roads and Neighbourhoods

5.3 With the changes to the LIP allocation methodology we will be allocating funding to major roads to develop holistic proposals to address transport, safety and urban realm issues. The selection of the corridors is based on analysis of relevant data such as road safety, linkages to identified regeneration areas, cycle route network, town centres and the level of previous transport investment.

5.4 In addition to LIP funding, Outer London Fund and Mayoral and Government Regeneration funds have been set aside for Green Lanes and Tottenham High Road as well as for Town Hall Approach Road off Tottenham High Road, the latter is linked to the walking improvements in Table 12 below. Although these are shown in the table below funding has only been agreed in principle by the Mayor and are subject to approval of the detail of each project.

Table 1: Main Roads and Neighbourhoods

Road Name	Ward	Estimated Cost 2012/13 (£k)	Indicative allocation 2013/14 (£k)
Green Lanes between Turnpike Lane and Borough boundary [LIP funding]	Harringay/St Ann's/Seven Sisters	586	500
Green Lanes urban realm improvements [OLF funding]*	Harringay/St Ann's	250	258
Tottenham gyratory complementary measures – 20mph zone [LIP funding]	Tottenham Green	30	100
Highway and pedestrian improvements at High Road/Northumberland Park junction [GLA funding]*	Northumberland Park	300	769
Tottenham High Road urban realm improvements [GLA funding]*	Bruce Grove/Tottenham Hale	50	400
Town Hall Approach Road environmental and accessibility improvements [GLA funding]*	Tottenham Green	50	450
Total		1266	2477

*funding to be confirmed

Borough Roads

- 5.5 £500,000 is available for resurfacing Borough roads and footways in 2012/13. A plan showing the carriageway and footway investment programme is included as Appendix 1. The total for investment in Borough roads and footways, bridges and highways structures is set out below.

Table 2: Planned investment in Borough Roads

Description	2012/13 (£k)
<i>Council funded</i>	
Footway relaying	150
Classified and Unclassified roads resurfacing	350
Sub total	500
<i>TfL LIP funded</i>	
Principal Road reconstruction	525
Sub total	525
Total	1,025

Principal, Classified and Unclassified Roads Resurfacing

- 5.6 Principal Road reconstruction: Funding for this is provided by TfL. There is a LIP target relating to the standard of the principal road network [see para 3.1 above].

Table 3: Principal Roads

Road Name	Ward	Estimated Cost (£k)
A1010 Tottenham High Road [Brantwood Road to no.769]	Northumberland Park	206
A1080 Westbury Avenue	Noel Park/West Green	199
A103 Tottenham Lane [Clocktower to no. 50]	Crouch End	120
Total		525

- 5.7 Classified and Unclassified Roads: The Council investment of £350,000 for 2012/13 will be used to patch sections of roads that have deteriorated as a result of cold weather and general wear and tear. Future needs will need to be reviewed as part of the Sustainable Transport Asset Management Plan. It is our intention to only resurface or patch sections of roads and footways. Tables 4, 5 and 6 provide information on our provisional programme for 2012/13.

Table 4: Classified Non-principal roads –2012/13

Road Name	Ward	Estimated Cost (£k)
Colney Hatch Lane	Alexandra/Fortis Green	26
Total		26

Table 5: Unclassified roads - 2012/13

Road Name	Ward	Estimated Cost (£k)
Antill Road	Tottenham Green	58
Myddleton Road	Bounds Green	36
Hornsey Lane Gardens	Highgate	54
Perth Road	Stroud Green	12
View Road	Highgate	61
Pembury Road	Noel Park	21
Park Avenue	Woodside	53
Sirder Road	Noel Park	29
Total		324

- 5.8 Footways : Footway works were a key priority for the public who responded to the On the Road to Improvement Consultation undertaken by the Council in 2007. Our condition surveys show that there are a greater percentage of footways (27%) needing maintenance than the borough roads. This investment also contributes to improving the walking environment. It is therefore proposed to allocate £150,000 of the Council investment to deal with those footways in need of urgent repairs, with priority given to black top construction.

Table 6: Footway Network – Priority List for 2012/13

Road Name	Ward	Estimated Cost (£k)
Maidstone Road	Bounds Green	45
Park Road	Muswell Hill	45
Methuen Park	Alexandra	30
Tilson Road	Tottenham Hale	30
Total		150

- 5.9 Highway Bridges Structures: For 2012/13 £50k of LIP funding has been allocated towards highway bridges and structures. The funding will solely be used for Wightman Road design work. In addition, there is capital funding for structures and drainage priorities. In 2012/13 our drainage works are prioritised to address surface water flooding issues although £50,000 will be used for investigative work to enable the development of future programmes.

Table 7: Bridges Investment for 2012/13

Bridge Name	Ward	Estimated cost (£k)
Wightman Road over Rail	Harringay	50
Structures	Ward	Estimated cost (£k)
Hornsey Lane Bridge	Highgate	5.5
Springfield Avenue - Steps	Muswell Hill	12.5
Springfield Avenue – Retaining wall	Muswell Hill	37.5
Drainage	Ward	Estimated cost (£k)
Downhills Park Road	West Green	15
West Green Road	West Green	12
Green Lanes	Harringay	5
Stanhope Road	Crouch End	10
Priory Road	Muswell Hill	2.5
Investigations work	Borough wide	50
Allocated budget £200k		

Street lighting

- 5.10 The Council is ten years into a major lighting column replacement programme. This makes a major contribution to the improved night time environment, makes residents feel safer and helps reduce crime and the fear of crime. Street lighting is also implemented to improve road safety. To date 51% of our streetlights have been renewed and 25% were already in a good condition. This leaves 24% still to be replaced or approximately 4,000 columns. Priority will be given to the replacement of cast iron columns in the west of the borough as these are considered most in need of upgrading.
- 5.11 In addition to street lighting upgrades, we also need to provide maintenance for equipment to erect and power our festive decorations. This will reduce faults experienced as part of this year's festive lighting programme.

Table 8: Street Lighting renewal areas 2012/13

Road Name	Ward	Estimated cost (£k)
Shanklin Road, Russell Road, Dickenson Road, Oakington Way, Briston Grove, Clifton Road	Crouch End	200
Abbotsford Road, Etherley Road, Terront Road, Langham Road, Belmont Road, Brampton Road	St. Ann's	140
Maintenance for festive lighting	Town Centres	60
Total		400

Road Safety

- 5.12 LIP funding for road safety in 2012/13 is £160,000 with a contribution of £140,000 from Council resources. This covers a range of initiatives including specific local safety schemes and reactive safety measures. The identified schemes are targeted at reducing the level of killed and seriously injured casualties.
- 5.13 When developing our proposals for the major scheme centred on Wood Green High Road one of our key objectives is to reduce casualties among vulnerable road users in this busy shopping street. The programme for 2012/13 has been developed through an analysis of current accident locations.

Table 10: Road Accident Reduction Improvement List for 2012/13

Scheme Name/Location	Ward(s)	Allocation 2012/13 (£k)
The Roundway / Lordship Lane	West Green/White Hart Lane/Woodside	20
Upper Tollington Park	Stroud Green	40
Lordship Lane / Granville Road	Woodside	25
Creighton Road, N17	White Hart Lane	60
Reactive Safety	Borough wide	155
Total		300

Cycling schemes

- 5.14 We are planning substantial investment in cycling over the next three years. Haringey is one of 13 outer London boroughs awarded the status of Biking Borough. Using TfL funding consultants assisted the Council in developing its Biking Borough strategy in 2010. TfL has set aside £4m, across 13 Biking Boroughs, for the period 2011-2014 specifically to assist the implementation of Biking Borough strategies. TfL has allocated £320,500 to the Borough for 2011/12 to 2013/14. This funding will be used to promote Bikeability cycle training in schools, cycle route infrastructure improvements, cycle parking, workplace travel planning interventions, cycle safety and security initiatives, bike recycling scheme, cycle rangers project, cycling for health scheme and cycle community project. In addition we are setting aside £450,000 of LIP funding over the same time period. The focus of our investment will be to establish Wood Green as the cycling hub for the Borough. For the hub we are planning to complete local cycle routes within about 2km of Wood Green, signage, provide additional cycle parking, engage with workplaces in the town centre to promote more cycling through cycle parking, showers and lockers etc, promote cycle safety and security interventions, cycle training for adults and pupils and establish a marketing and promotional campaign. Away from the hub our plans include working with partners in the NHS to promote cycling, setting up local champions and running Dr Bike sessions in parks. Overall we anticipate investing over £1.3m on cycle projects between 2011 and 2014.
- 5.15 As well as funding for our Biking Borough strategy we will also be promoting cycling through a substantial cycle training programme and continuing our investment in cycle parking in the Borough.
- 5.16 Further investment will be made in Greenways cycle and pedestrian routes to complement the Biking Borough spend with work targeted at link 04 between Wood Vale and Alexandra Palace.
- 5.17 Cycle route proposals for 2012/13 include a raised table at Caxton Road/Parkland Road, a contra-flow cycle lane on Alexandra Road/High Road junction and on Alexandra Road and cycle right turn pocket on High Road/White Hart Lane junction. These are determined through consultation with Haringey Cycling Campaign.

Table 11: Cycling schemes

Scheme Name / Location.	Allocation (£k)	Provisional Allocation (£k)
	2012/13	2013/14
Biking Borough – LIP funding	147	147
Biking Borough – TfL non-LIP funding	205	54
Greenways – link 04	100	0
London Cycle Network Plus link 78	100	0
Cycle Training	100	110

Cycle Parking borough wide	21	21
Total	673	332

Walking schemes

5.18 There is no LIP or other TfL funding dedicated for walking projects in 2012/13 although the Greenways cycle and pedestrian routes above provide support for more walking. We are planning to complete or commence a number of schemes funded through S106/S278 as well as GLA funded as shown in the table below.

Table 12 Walking schemes

Scheme Name / Location	Ward	Provisional Allocation (£k)	Provisional Allocation (£k)
		2012/13	2013/14
Access to Northumberland Park station from Spurs football ground[GLA funding]	Northumberland Park	0	200
Cross Lane cycle and walking improvements [developer funded]	Hornsey	70	
Hale Village access and footway enhancements S 278	Tottenham Hale	125	
Eden primary school Creighton Avenue safety and access improvements S 106	Fortis Green	82	
Stainby Road, N17 lighting and footway resurfacing S 106	Tottenham Green	30	
Former Hospital site, Park Road pedestrian safety and amenity improvements S 106	Muswell Hill	154	
426 – 428 Archway Road, N6 footway improvements S 106	Highgate	15	
Tottenham Town Hall pedestrian and bus user enhancements S 106	Tottenham Green	10	128
25 Watson Road, N22 footway, street lighting S 106	Woodside	100	
26 Lordship Lane, N17 footway works S106	Northumberland Park	20	
Bounds Green industrial estate, Ringway, N11 footway and cycle route improvements S 106	Bounds Green	30	
Hampden Road/Wightman Road junction, Turnpike Lane, Penstock footpath pedestrian, cycle, junction and lighting improvements S 106/S 278	Harringay/Noel Park	80	505
Total		716	833

Improving bus facilities and services

5.19 There is no specific funding for bus priority measures. However, we will support bus priority and bus stop accessibility on Wood Green High Road in the town centre [see Table 14 below] and Green Lanes [see Table 1 above]. In addition TfL have agreed to fund bus stop relocations to improve bus stop accessibility at identified locations. This will be on a scheme by scheme basis subject to approval.

Table 13: Improving bus facilities and services

Scheme Name / Location	Ward	Allocation (£k)
		2012/13
Bus stop accessibility	Various	40

Town Centres and Transport Hubs

5.20 These projects aim to meet a wide range of objectives through a single project, for example, to improve accessibility to major transport hubs such as Wood Green, or support the vitality and viability of town centres as well as bringing about public realm improvements or reducing accidents.

5.21 TfL has allocated provisional funding of £1,000,000 for a major scheme for Wood Green following submission of our proposals in October 2010. TfL allocated development funding of £100,000 for the project for 2011/12. The major scheme proposal will complement the recently completed station access programme including the diagonal crossing outside Wood Green tube station. TfL funded a pilot project, undertaken by consultants, looking at three outer London town centres including Wood Green with the aim of delivering urban realm proposals; develop a framework for delivering the Mayor's Better Streets urban realm interventions and identifying a programme of proposals. This work informed our proposals for Wood Green town centre. Our initial plans for the town centre include:

- reducing street clutter
- renewing footway paving
- improved pedestrian safety and accessibility at the junction outside Turnpike Lane tube station
- improved public realm eg tree planting, seating and lighting
- replacing the existing bus shelters
- potentially infilling bus laybys subject to traffic modelling
- revised entry treatment at Gladstone Avenue/Buller Road junction
- redesign of Turnpike Lane bus and tube station environment including closing off Langham Road by its junction with Westbury Avenue

5.22 We have been developing our proposals and have commissioned consultants to evaluate the traffic impact of our initial plans including the type of pedestrian facilities which could be provided at Turnpike Lane/High Road/Westbury Avenue junction. In

addition we have assessed the impact of removing the traffic signals at the Alexandra Road/High Road junction to improve the urban realm and reduce street clutter. Our development work will continue into 2012/13. Subject to approval of our plans by TfL and public consultation we plan to implement some measures in 2012/13. We aim to complete the scheme by 2014.

Table 14: Town Centre and Transport Hub schemes

Scheme Name / Location.	Allocation (£k)
	2012/13
Wood Green Town Centre – major scheme	1000
Total	1000

Smarter Travel

5.23 Smarter Travel is the term used to describe the range of activities which encourage reduced car use through behaviour change. In this area, the Council has been most active on awareness raising, education and promotion such the Green Fair, Green Lanes Festival where our Smarter Travel programme was launched and walking events. We are planning a cycle and walking reward scheme for local shops in Harringay Green Lanes and Crouch End. We have created an identifiable Smarter Travel marketing campaign. Our work includes developing workplace and school travel plans and road safety education. A dedicated display vehicle has been acquired for marketing and promotion at festivals over the three years for the project. A baseline report on current travel patterns including the views of Haringey residents has been prepared. This will form the basis for monitoring the effectiveness of the three year Smarter Travel programme.

5.24 We have been working on a joint project with LB Enfield and TfL to develop cross-borough smarter travel measures as actions to reduce car use can be most effective at a sub-regional level as much car travel crosses borough boundaries. In developing our programme we have taken advantage of specialist expertise and databases used by TfL. The use of market segmentation data [MOSAIC] has been used to assess the effectiveness of types of interventions. The programme in Table 15 reflects this work which has been used to identify specific objectives:

- Increase cycling to a mode share target of 3% by 2014 [from LIP baseline of 1.7%]
- Increase mode share of walking to 32% by 2014 from 2007/9 baseline of 31.3%
- Reduce the number of killed and seriously injured casualties by 20% by 2014 from 2004/8 average
- Reduce the number of child casualties by 19.7% by 2014
- Reduce transport related emissions of CO2 by 20% from 2008 baseline by 2014

- 5.25 For 2012/13 and 2013/4 we are aiming to deliver targeted personalised travel planning in two areas of approximately 15,000. The location for each would be identified through the MOSAIC data. In addition we are planning to deliver Eco-driver training through the purchase of driver simulator equipment. This would be used as part of existing smarter travel road shows as well as being targeted at local businesses and fleet managers of large employers.

Table 15: Smarter Travel projects

Scheme Name / Location.	Allocation (£k)
	2012/13
Support active travel for leisure, entertainment, shopping trips – focused on promoting walking and cycling among people who aspire to drive particularly in the east of the Borough; deliver incentives to reward sustainable travel; personalised travel planning in two pilot areas; travel awareness and workplace travel planning	148
Encourage an increase in cycling particularly in south west of the Borough – personalised travel planning, travel awareness, workplace travel planning, supporting Biking Borough measures, cycle training, bike maintenance sessions, support British Cycling recreational cycling programme through led rides, using local networks and local cycling groups	260
Improve child safety – road safety interventions in schools including education, training and publicity; school travel planning, focusing on child casualties in the east of the Borough	170
Total	578

Accessibility and Environment

- 5.26 We will be supporting the Haringey Community Transport scheme to meet the needs of people unable to use conventional public transport as well as providing a service for local community groups. Half of the funding, £40k, would be from the mainstream LIP funding and the remainder would be from the Local Transport Funding element.
- 5.27 We are working with Sustrans on an initiative called DIY Streets for inexpensive home zone type treatment for residential areas. We have completed a scheme for the area around Carlingford Road and Langham Road, N15, close to Turnpike Lane. We have carried out initial consultation on a further DIY streets project in the Hornsey area with implementation between 2012 and 2014. We will also be carrying out development and consultation for a scheme in the Warwick Gardens area

adjoining Green Lanes which would complement our plans for the Green Lanes corridor.

Table 15: Accessibility and Environment projects

Scheme Name/Location	Ward	2012/13 Allocation (£k)	2013/14 indicative allocation (£k)
Community Transport	Borough-wide	40	
Hornsey area - environmental improvements [DIY streets]	Muswell Hill/Hornsey	225	100
Warwick Gardens – environmental improvements [DIY streets]	St Ann's	80	270
Total		345	370

Local Transport Fund

- 5.28 In line with every other London borough TfL have allocated £100,000 to the Council to develop local transport projects for 2012/13. We will use the funding to extend Haringey's Community Transport scheme and bus accessibility works.

Achievements of 2011/12 Sustainable Transport Work Plan

- 6.1 The details of the projects with the associated spend in 2011/12 is set out in Tables 5.1 to 5.5 in Appendix 5. Total spend on the Highways Work Plan for 2011/12 is shown in Table 16. The lower projected spend compared with the revised allocation is mainly due to delays to programmed developer funded works.

Table 16: Overall investment for 2011/12

Funding Stream	2011/12 Original Allocation (£k)	2011/12 Revised Allocation (£k)	2011/12 Projected Spend (£k)
LIP and other TfL funding	3,043	3,018	2,954
Council Investment	2,927	2,300*	2,289
Other Funding	476	652	417
Total	6,446	5,970	5,660

* This figure does not include £600,000 originally allocated for the Parking Programme

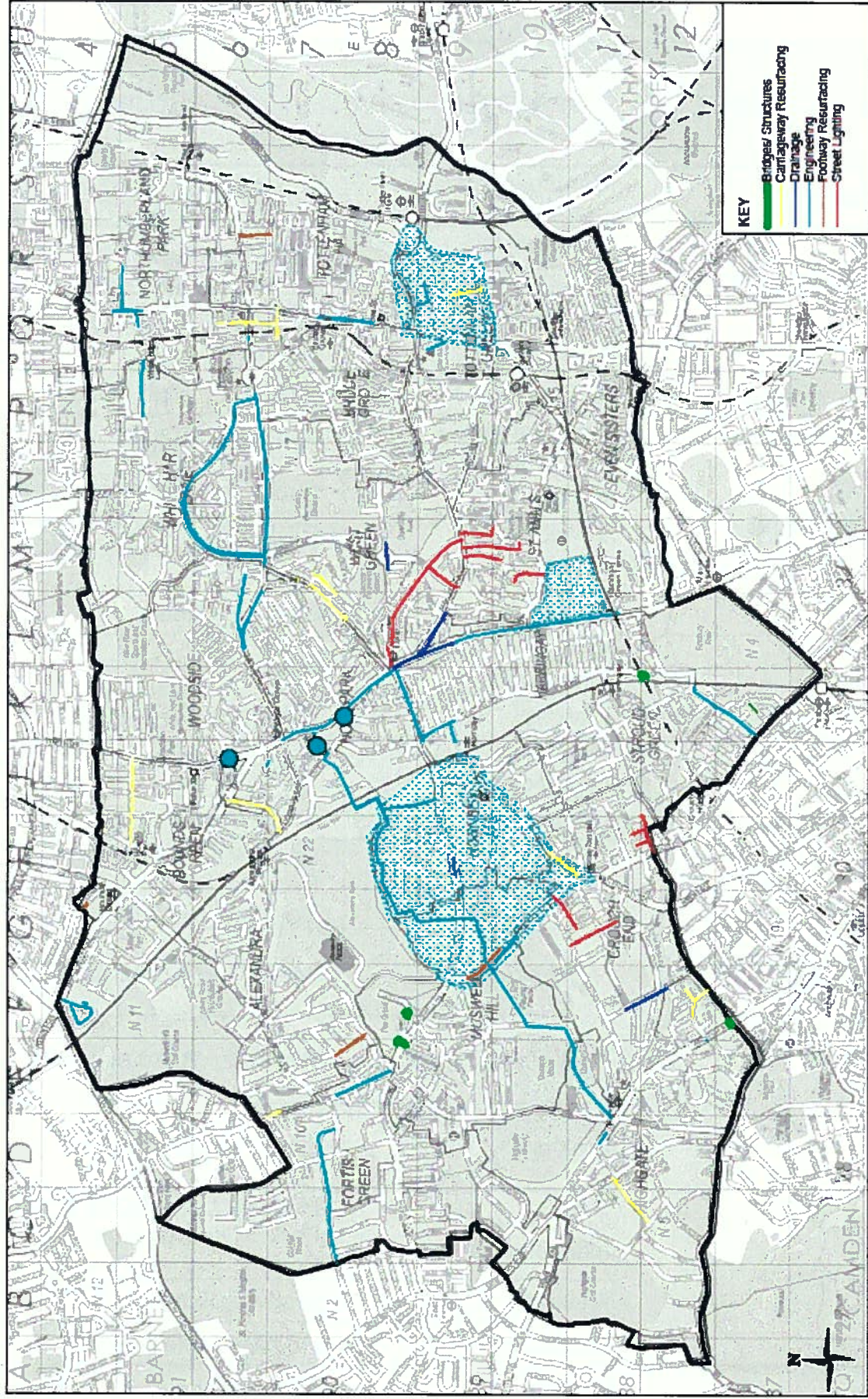
Conclusions

- 7.1 This document sets out a detailed programme for the Single Frontline service for the coming year linking investment to Council priorities on the basis of need and performance. Council investment on street lighting, footway maintenance and parking schemes complements TfL funding through the LIP. Additional funding from Outer London Fund and the GLA for regeneration in Tottenham has helped keep investment at a similar level to last year.

Use of Appendices / Tables

- 8.1 Appendix 1 - Location Plan of Planned Sustainable Transport Schemes**
- 8.2 Appendix 2 – Transport investment by Ward**
- 8.3 Appendix 3 – Type of Consultation for schemes**
- 8.4 Appendix 4 – Sustainable Transport Work Plan 2011/12 achievements**
- 8.5 Appendix 5 - Programme of Works delivered in 2011/12**
 - **Table 5.1 – Summary of LIP Programme 2011/12**
 - **Table 5.2 – Summary of Highways Investment Programme 2011/12**
 - **Table 5.3 – Additional sources of funded schemes delivered in 2011/12**
 - **Table 5.4 – Classified and unclassified roads resurfaced in 2011/12**
 - **Table 5.5 – Footway maintenance schemes completed in 2011/12**
- 8.6 Appendix 6 – Summary of Final Local Implementation Plan**

8.1 Appendix 1: Location Plan of Planned Sustainable Transport



8.2

Appendix 2: Transport Investment by Ward

WARD	TRANSPORT AREA	PROJECT
Alexandra	Carriageway maintenance	Colney Hatch Lane
Bounds Green	Carriageway maintenance	Myddleton Road
	Footway maintenance	Maidstone Road
	Walking	Ringway
Bruce Grove	Urban realm	Tottenham High Road
Crouch End	Principal road maintenance	Tottenham Lane
	Street lighting	Shanklin Road, Russell Road, Dickenson Road, Oakington Way, Briston Grove. Clifton Road
	Drainage	Stanhope Road
Fortis Green	Carriageway maintenance	Colney Hatch Lane
	Walking	Creighton Avenue
Harringay	Main roads and neighbourhoods	Green Lanes
	Urban realm	Green Lanes
	Walking	Hampden Road/Wightman Road junction; Turnpike Lane, Penstock footpath
	Major scheme	Wood Green town centre
	Bridge strengthening	Wightman Road over rail
	Drainage	Green Lanes
Highgate	Carriageway maintenance	Hornsey Lane Gardens, Milton Park, Milton Avenue, View Road
	Walking	Archway Road
	Structures	Hornsey Lane Bridge
Hornsey	Walking	Cross Lane
	Environment	Hornsey area

WARD	TRANSPORT AREA	PROJECT
Muswell Hill	Walking	Park Road
	Bus facilities	Bus Stop Feasibility
	Structures	Springfield Avenue steps and retaining wall
	Environment	Hornsey area
Noel Park	Principal road maintenance	Westbury Avenue
	Walking	Hampden Road/Wightman Road junction; Turnpike Lane, Penstock footpath
	Major scheme	Wood Green town centre
	Drainage	Priory Road
Northumberland Park	Principal road maintenance	Tottenham High Road
	Walking	Access to Northumberland Park station; High Road/ Northumberland Park junction, Lordship Lane
St Ann's	Main roads and neighbourhoods	Green Lanes
	Urban realm	Green Lanes
	Street lighting	Abbotsford Road, Etherley Road, Terront Road, Langham Road, Belmont Road, Brampton Road
	Environment	Warwick Gardens area
Seven Sisters	Main roads and neighbourhoods	Green Lanes
Tottenham Green	Main roads and neighbourhoods	Tottenham gyratory complementary measures
	Carriageway maintenance	Antill Road
	Neighbourhoods accessibility	Town Hall Approach Road
	Walking	Stainby Road; Town Hall Approach Road
Tottenham Hale	Urban realm	Tottenham High Road
	Footway maintenance	Tilson Road
	Walking	Hale Village
West Green	Principal road maintenance	Westbury Avenue

WARD	TRANSPORT AREA	PROJECT
	Major scheme	Wood Green town centre
	Drainage	Downhills Park Road, West Green Road
	Road safety	The Roundway/Lordship Lane
White Hart Lane	Road safety	The Roundway/Lordship Lane, Creighton Road
Woodside	Walking	Watson Road
	Road safety	The Roundway/Lordship Lane, Lordship Lane/Granville Road
BOROUGH WIDE PROJECTS		
Road safety initiatives		Schemes to be identified
Smarter travel projects		Workplace travel planning, marketing initiatives, complementary travel planning measures, road safety interventions at schools, roadshows
Cycling		Cycle training programme, cycle parking programme, Biking Borough projects
Local Transport Fund		Proposals to be developed
Accessibility		Community transport project

8.3

Appendix 3: Type of Consultation for schemes

Scheme Name / Location.	Allocation (£k)	Consultation Type		
	2012/13	Notification	Statutory Notification	Full Consultation
Principal Road Renewal				
A1010 Tottenham High Road [Brantwood Road to no.769]	202	✓	✓	
A1080 Westbury Avenue	210	✓	✓	
A103 Tottenham Lane [Clocktower to no. 50]	113	✓	✓	
Bridges				
Wightman Road over rail	50	N/A	N/A	N/A
Main Roads/Neighbourhoods				
Green Lanes between Turnpike Lane and Borough boundary	586	✓	✓	✓
Tottenham gyratory complementary measures – 20mph zone	30	✓	✓	✓
Green Lanes urban realm improvements	250	✓	✓	✓
Tottenham High Road urban realm improvements	50	✓	✓	✓
Town Hall Approach Road environmental and accessibility improvements	50	✓	✓	✓
Local Safety Schemes				
The Roundway/Lordship Lane	20	✓	✓	✓
Upper Tollington Park	40	✓	✓	✓
Lordship Lane/Granville Road	25	✓	✓	✓
Creighton Road	60	✓	✓	✓
Reactive safety	65	✓	✓	✓
Smarter Travel				
Support active travel for leisure, entertainment, shopping trips	148	N/A	N/A	N/A
Encourage an increase in cycling particularly in south west of the Borough	260	N/A	N/A	N/A
Improve child safety	170	N/A	N/A	N/A
Cycling				
Biking Borough – LIP funding	147	✓	✓	

Biking Borough – TfL non-LIP funding	205	✓	✓	
Greenways – link 04	100	✓	✓	
London Cycle Network Plus link 78	100	✓	✓	
Cycle Training	100	N/A	N/A	N/A
Cycle Parking borough wide	21	N/A	N/A	N/A
Walking				
Highway and pedestrian improvements at High Road/Northumberland Park junction [GLA funding]	300	✓	✓	
Cross Lane cycle and walking improvements [developer funded]	70	✓	✓	
Hale Village access and footway enhancements S 278	125	✓	✓	
Eden primary school Creighton Avenue safety and access improvements S 106	82	✓	✓	
Stainby Road, N17 lighting and footway resurfacing S 106	30	✓	✓	
Former Hospital site, Park Road pedestrian safety and amenity improvements S 106	154	✓	✓	
426 – 428 Archway Road, N6 footway improvements S 106	15	✓	✓	
Tottenham Town Hall pedestrian and bus user enhancements S 106	10	✓	✓	
25 Watson Road, N22 footway, street lighting S 106	100	✓	✓	
26 Lordship Lane, N17 footway works S106	20	✓	✓	
Bounds Green industrial estate, Ringway, N11 footway and cycle route improvements S 106	30	✓	✓	
Hampden Road/Wightman Road junction, Turnpike Lane, Penstock footpath pedestrian, cycle, junction and lighting improvements S 106/S 278	285	✓	✓	

Town Centres/Transport Hubs				
Wood Green – scheme design, consultation and some implementation	1000	✓	✓	✓
Accessibility and Environment				
Shopmobility project	40	N/A	N/A	N/A
Hornsey area - environmental improvements [DIY streets]	225	✓	✓	✓
Warwick Gardens – environmental improvements [DIY streets]	80	✓	✓	✓
Local Transport Fund	100	✓	✓	
Council Capital Investment				

Street lighting new columns	400	✓	✓	
Classified and Unclassified roads resurfacing	350	✓	✓	
Footway relaying	150	✓	✓	

8.4 Appendix 4 – Sustainable Transport Work Plan achievements 2011/12

The Council has been nominated under the London Transport awards for Transport Borough of the Year.

- 8.1 **Local Safety Schemes** – projects delivered comprised a 20mph school zone outside Woodside School on White Hart Lane; removal of a one way gyratory at West Green Road/Spur Road/Philip Lane and traffic modelling for a scheme at The Roundway/Lordship Lane junction.
- 8.2 **Smarter Travel** – we delivered 50 cycle training courses at Borough schools and more than 200 individuals received cycle training. We organised a number of events throughout the year including participating in Green Fair, supporting Tottenham Carnival, Lordship Rec, Hornsey DIY and held Dr Bike sessions in parks throughout the summer. In conjunction with local schools we carried out Theatre in Education project, promote cycling in schools, ran a Junior Citizens scheme and developed a video to promote good behaviour on buses [Busology]. We have acquired a vehicle to promote smarter travel which will form the basis for future roadshows.

Haringey's Smarter Travel Roadshow at the Green Lanes Festival 2011.



In September 2011, the Council launched its smarter travel programme with the following initiatives:

- Smarter travel roadshow, which achieved over 500 enquiries at its launch at Green Lanes festival in September 2011.
- School travel planning
- Workplaces, Town centre and retail area travel planning
- Neighbourhood champions (Doctors, Head teachers, youth workers, faith groups, mum/toddler groups) to promote personalised travel planning and community projects
- Road safety education, training and publicity

- Safe and efficient driving / road safety campaign
- Supporting measures for cycling hubs, cycle superhighway and greenways routes
- Walking and cycling reward schemes
- Promotion of car clubs, electric vehicles, car sharing, and efficient driving methods
- Monitoring programme including attitudinal surveys to assess influences on behaviour change.

Examples of Haringey's smarter travel marketing campaign poster



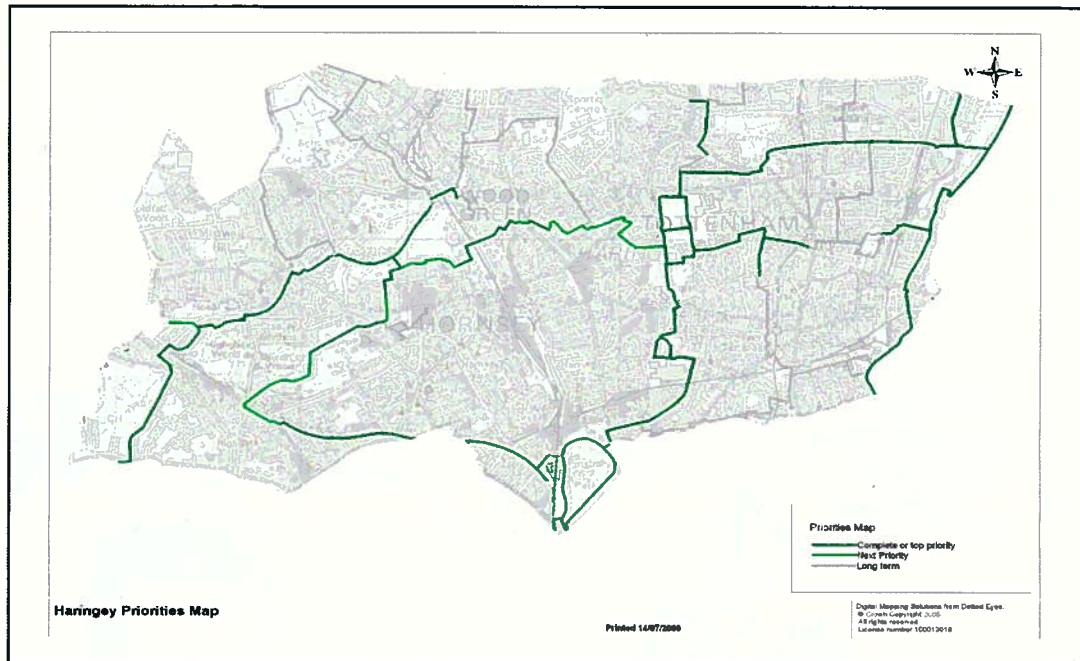
- 8.3 **Walking** – pedestrian accessibility enhancements in various locations through development proposals; plus dropped kerbs at various locations.
- 8.4 **Principal Road Maintenance** – schemes completed on Tottenham Lane, N8 and Muswell Hill Broadway, N10.
- 8.5 **Cycling** – 65 cycle stands have been installed; completed a new crossing at Hermitage Road/St Ann's Road including additional pedestrian crossings; new cycle crossing of Priory Road by Park Avenue South; contra flow cycle lane on Lymington Avenue.

We are delivering a comprehensive cycle projects programme including routes, parking and training. This continuing investment has delivered an 8% annual increase in cycle trips over the last decade which equates to over 3000 additional cycle trips now being made each day.

Greenways shared cycle and pedestrian routes

The Greenways routes provide increased accessibility, safety and connectivity for pedestrians and cyclists through a network of traffic-free green corridors and numerous specially constructed sections to create a quality cycling and pedestrian link across the borough.

Current and proposed network of Greenway routes.



Monitoring of the greenways usage shows an impressive uptake with an estimated 214,000 pedestrians and 24,000 cyclists annually accessing the newly installed Belmont Road section of the Greenways route.

Before and after photos are shown below.

Greenways link 4: North View Road

Before:

After:



Oxford Road – Parkland Walk entrance
Before: After



Haringey Biking Borough strategy

We developed a cycling strategy in 2010 to identify measures to increase cycling rates in the borough.

The Council is delivering the following key initiatives during 2011/12:

- **Creating a cycling hub** around Wood Green town centre, focusing substantive infrastructure and marketing measures in a concentrated geographic area in order to improve the attractiveness of cycling to a variety of markets.
- **Creating cycling communities** to increase the take up and frequency of cycling, through the following initiatives:
 - **Outreach project** to raise low cycling levels in specific sections of the community.
 - **Cycling on Prescription** – Working with local NHS/PCT to refer patients to cycling as part of treatment for variety of health disorders;
 - **Community bike recycling scheme** for provision of bicycles for local residents.
 - **Recruitment of volunteer rangers** to identify improvements to cycling network and monitoring cycle parking demand.
 - **Promotional and marketing measures** to raise cycling profile & broaden the appeal of cycling.
 - **Cycle Network development** - incorporating cycle routes, and proposed cycle superhighways
 - **Traffic management** – including traffic calming schemes, permeability measures;
 - **Integration with broader transport schemes** - Auditing all relevant transport schemes for 'cycleability'.
- **Increase cycle parking and security**


Cycle training programme

We support cycle training for school and individuals who live, work or study in the borough. Cycle training is provided to bikeability level 2 certification enabling the cyclist to demonstrate the ability to ride safely and confidently on the road. Surveys carried out by the Council show cycle training increases cycling usage and improves safety and confidence for cycling on busy roads.

Bicycle Maintenance Sessions

We provide free bicycle maintenance sessions and under took group cycle training sessions in Haringey's parks. This free resource has encouraged over 400 residents to residents to bring their bicycles along for maintenance check ups and cycling

advice. This encouraged infrequent and non cyclists to repair their bicycles and exercise through cycling. See flyer, below for the summer 2011 activities.



Haringey Summer Cycling

Dr Bike
Give your bike a health check with our free Dr Bike service at Finsbury Park, Priory Park and Lordship Park.

Cycle training
Learn to cycle safely and confidently in fun group sessions (for Haringey residents)

FREE Dr Bike

only £ for half hour

Cycle with confidence this summer!

Cycle dates 09.00 - 13.00 14.00 - 17.00

Finsbury Park, N4

Date	Activity	Dr Bike
Sun 15-May-11		Dr Bike
Sun 05-Jun-11		Dr Bike
Sun 26-Jun-11	Group cycle training	Dr Bike
Sun 17-Jul-11		Dr Bike
Sun 07-Aug-11		Dr Bike
Sun 28-Aug-11		Dr Bike
Sun 18-Sep-11	Group cycle training	Dr Bike

Priory Park, N8

Date	Activity	Dr Bike
Sun 29-May-11	Group cycle training	Dr Bike
Sun 19-Jun-11		Dr Bike
Sun 10-Jul-11		Dr Bike
Sun 31-Jul-11		Dr Bike
Sun 21-Aug-11	Group cycle training	Dr Bike
Sun 11-Sep-11		Dr Bike
Sun 02-Oct-11		Dr Bike

Lordship Park, N17

Date	Activity	Dr Bike
Sun 22-May-11		Dr Bike
Sun 12-Jun-11		Dr Bike
Sun 03-Jul-11		Dr Bike
Sun 24-Jul-11	Group cycle training	Dr Bike
Sun 14-Aug-11		Dr Bike
Sun 04-Sep-11		Dr Bike
Sun 25-Sep-11		Dr Bike

Dr Bikes during BikeWeek (from 16.00-19.00)

Mon 20-June Finsbury Park (Stroud Green Road), Tues 21-June Crouch End Broadway, Wed 22-June Green Lanes (Manor House Station), Thurs 23-June Markfield Park (R. Lea Towpath), Fri 24-June Finsbury Park (Stroud Green Road)

To book group cycle training go to our website:
www.cycletraining.co.uk
(for Dr Bikes simply pop along with your bike!)

- 8.6 **Bridges** – strengthening design work commenced on Wightman Road and assessments completed of 5 bridges.
- 8.7 **Corridors/Main Roads** – completed bus stop accessibility and pedestrian accessibility improvements on High Road, N22. We commenced design work for Green Lanes corridor including extensive traffic modelling. We have worked closely with the local community in developing our proposals. Funding of around £2m through the Outer London Fund for Green Lanes has been generated based on a community designed scheme with our close engagement generating this investment.
- 8.8 **Car Clubs** – provision of additional 2 car club bays in Waldeck Road as part of the DIY streets scheme in Langham Road area.
- 8.9 **Council Investment – Highways Planned Maintenance** – delivered 15 carriageway resurfacing schemes to improve deteriorated sections of the network. In addition 13 footway locations were re-laid.
- 8.10 **Council Investment – Street Lighting renewals** – delivered £0.8m renewal programme for replacement of street lighting. This equated to approximately 435 columns.
- 8.11 **Environment** – The Council, in partnership with the local community and Sustrans, is introducing a unique DIY Streets approach to a group of streets in the Langham

Road area. This project will deliver an innovative community led neighbourhood improvement scheme. This project aims to reduce traffic speeds and through traffic, enhancing the environment and improving resident's sense of community within their area. It incorporates traffic calming measures, accessibility and lighting improvements, reuse of derelict space for community use, and the installation of a car club and electric vehicle charging infrastructure.

Artist impression of DIY streets scheme



The Council's investment in road safety schemes has achieved a 51% reduction in KSI accidents by 2010, from the 1994/98 baseline.

We have also commenced initial consultation for a scheme in the Homsey area including two event days.

Sustrans have been impressed with our partnership working. There is potentially funding of around £100,000 in 2012/13 through the Connect 2 project for development of our Greenways.

- 8.12 **Town Centre** – we have commenced initial design work for Wood Green town centre including traffic modelling of options for Turnpike Lane junction. The scheme is high profile and is one of the few major schemes in North London. Our investment is likely to be in excess of £4m and support Wood Green's status of Metropolitan Town Centre with significant enhancement to the urban realm, better pedestrian and cycle access and improved footways and lighting.
- 8.13 **Bus stop accessibility** – we have delivered measures on Lordship Lane, St Ann's Road and Westbury Avenue following successful bids to TfL for funding above our LIP allocation.

8.5 APPENDIX 5 – Programme of Works delivered in 2011/12

TABLE 5.1 – SUMMARY OF LIP PROGRAMME AND OTHER TFL FUNDING 2011/12

LIP PROGRAMME	Original 2011/12 Allocation (£k)	Estimated 2011/12 Outturn (£k)
Principal Road Maintenance	380	380
Bridge Assessment & Strengthening	162	98
Local Safety Schemes	200	200
ETP (Education, Training and Publicity)	85	85
Electric charging points	20	20
Greenways cycle/pedestrian routes	300	300
Main roads/corridors	250	250
Biking Borough measures	156	156
Cycle training/parking	123	100
Smarter travel initiatives	80	80
School travel plans	308	308
DIY streets	475	475
Workplace travel plans	25	25
Behavioural change measures	65	65
Travel awareness	50	50
Local area accessibility	40	40
Local transport funding	100	100
Major Scheme – Wood Green	100	100
Sub Total	2,919	2,842
Wood Green bus shelter	10	10
Car Clubs	20	7
Redvers Road bus stand	61	61
Ashley Road bus stand	20	20
Lawrence Road speed table alterations	24	24
TOTAL	3,054	2,954

TABLE 5.2 – SUMMARY OF HIGHWAYS INVESTMENT PROGRAMME 2011/12

PROGRAMME	2011/12 Budget (£k)	2011/12 Estimated Outturn (£k)
Road and Footway Resurfacing	1274	1299
Road Safety	100	100
Street Lighting	800	805
Structures	113	85
TOTAL	2,287	2,289

TABLE 5.3: ADDITIONAL SOURCES OF FUNDING IN 2011/12

SCHEME	2011/12 Budget (£k)	2011/12 Estimated Outturn (£k)
658 – 660 High Road, N17 footway and street lighting improvements	49	43
Hale Village, Ferry Lane raised table	40	32
Former day nursery Plevna Crescent, N17 footway improvements	20	20
Rangemoor Road/Herbert Road, N17 – raised table	8	8
1-13 Herbert Road, N17	25	25
2-4 Broadlands Road, N6 footway improvements	30	24
Park Tavern, Willoughby Road, N17 footway and carriageway works	152	152
Chimes Terrace, Tottenham Lane, N8 access/crossover works	18	15
550 White Hart Lane, N17 highways safety works	70	70
Lynx Depot, Coppetts Road, N10 footway improvements	37	28
Total Section 106	449	417

TABLE 5.4 CLASSIFIED AND UNCLASSIFIED ROADS RESURFACED IN 2011/12

SCHEME NAME / LOCATION	
Classified Roads	Ward
Alexandra Park Road, N10/N22	Alexandra
Hampstead Lane, N6	Highgate
Lordship Lane, N22	Noel Park/Woodside
White Hart Lane, N22	Woodside
Wightman Road, N8	Harringay
Unclassified Road	Ward
Bishopswood Road, N6	Highgate
Bloomfield Road, N6	Highgate
Holmesdale Road, N6	Highgate
Elder Avenue, N8	Hornsey
Stanhope Gardens, N4	St Ann's
Park View Road, N17	Tottenham Hale
Hartham Road, N17	Bruce Grove
Holmesdale Terrace, N15	Seven Sisters
St Loys Road, N17	Bruce Grove
Woodside Road, N22	Woodside
Gladstone Avenue, N22	Noel Park
Stanmore Road, N15	West Green
Perth Road, N22	Woodside
Newlyn Road, N17	Bruce Grove
Pemberton Road, N4	Harringay

TABLE 5.5 – FOOTWAY MAINTENANCE SCHEMES COMPLETED 2011/12

Roads	Ward
Wightman Road, N8	Harringay
Onslow Gardens, N10	Muswell Hill
Hurst Avenue, N6	Crouch End
Dukes Avenue, N10	Alexandra/Fortis Green
Rokesly Avenue, N8	Hornsey
White Hart Lane, N22	Woodside

Park Avenue, N22	Woodside
Gladstone Avenue, N22	Noel Park
Tower Gardens Road, N17	White Hart Lane
Awlfield Avenue, N17	White Hart Lane
Flexmere Road, N17	White Hart Lane
Newsam Avenue, N15	St Ann's
Antill Road, N15	Tottenham Hale
Bedford Road, N22	Alexandra



EXECUTIVE SUMMARY

Haringey Council are legally required to prepare a Local Implementation Plan (LIP) containing proposals for the delivery of the Mayors Transport Strategy (MTS) in Haringey. The LIP is a borough wide transport strategy detailing the council's transport objectives and delivery proposals for 2011-2014 which reflect the transport needs and aspirations of people in Haringey and contributes towards the implementation of key priorities within the MTS over the 20 year period 2011-2031.

Haringey's transport challenges

The transport challenges and opportunities facing Haringey over the next 20 years have been identified and prepared within the context of the goals and challenges of the MTS, the sub regional transport plan for North London, and through consultation with Haringey residents and key stakeholders. From this the following LIP objectives have been developed:

- Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough.
- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.
- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.
- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.
- Reduce Haringey's CO₂ emissions from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025.
- Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.



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- Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network.
- Ensure that transport protects and enhances Haringey's natural and historic environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.
- Minimise the effects of unpredictable events arising from climate change on the transport network.

LIP delivery plan priorities

The objectives have been used to develop our transport programmes and projects. The LIP delivery plan prioritises the types of transport schemes to be delivered through the neighbourhoods and corridors, smarter travel, maintenance and major schemes funded programmes during the 3 years period between 2011/12 to 2013/14 and beyond. The table below summarises the proposals 2011 -2014.

Our Delivery Plan is summarised in the table below.

Project/ Programme	2011/12 £k	2012/13 £k	2013/14 £k	Total £k
Green Lanes, Harringay and St Ann's Neighbourhood	150	586	500	1,236
Tottenham gyratory complementary measures	0	30	160	190
Wood Green High Road north of station to borough boundary	100	0	0	100
Local safety schemes	200	200	200	600
DIY streets – Langham Road area, N8	400	0	0	400
DIY streets – Hornsey area	75	225	100	400
DIY streets – Warwick Gardens area	0	0	90	90
Greenways pedestrian/cycle routes	300	100	0	400
Local cycle routes	0	100	0	100
Biking Borough measures	156	147	147	450
Cycle training	100	100	110	310
Electric charging points	20	20	20	60
Cycle parking	23	21	21	65
Behavioural change measures	65	145	179	389
School travel planning	308	328	308	944
Road safety ETP	85	70	70	225



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Workplace travel planning	25	25	25	75
Travel awareness	50	30	50	130
Accessibility measures	40	40	40	120
Local transport projects	100	100	100	300
Sub total	2,197	2,267	2,120	6,584
Principal road maintenance (to be confirmed)	380	493	472	1,345
Bridges (to be confirmed)	166	1,989	1,304	3,459
Sub total	546	2,482	1,776	4,804
Wood Green Town Centre – major scheme (subject to approval)	100	1,800	1,956	3,856
Total	2,843	6,549	5,852	15,244

Performance Monitoring Plan

As part of the LIP the Council is required by the Mayor to prepare a Performance Monitoring Plan including targets for five mandatory indicators [mode share, bus service reliability, asset condition, road traffic casualties and CO₂ emissions]. We are also proposing a number of non-mandatory indicators with associated targets to reflect our focus on key transport issues.

We are also required to provide clear support for Mayoral projects for cycle superhighways, cycle parking, electric charging points, “Better Streets” principles, cleaner local authority fleets and increasing the number of street trees.

Equality Impact Assessment

In preparation of the LIP delivery plan an Equality Impact Assessment (EQIA) is included to ensure the proposals put forward within the document do not result in discrimination or unfair treatment against equality groups.

Strategic Environmental Assessment

A Strategic Environmental Assessment (SEA) of the LIP has been undertaken to ensure the schemes and programmes put forward consider all relevant environmental considerations. The SEA has been produced in consultation with The Environment Agency, Natural England and English Heritage.