



NOTICE OF MEETING

Better Places Partnership Board

TUESDAY, 1ST DECEMBER, 2009 at 18.30 HRS –ROOMS 1 AND 2, CIVIC CENTRE,
HIGH ROAD, N22 8LE.

MEMBERS: Please see Membership List set out below.

AGENDA

1. APOLOGIES

To receive any apologies for absence.

2. URGENT BUSINESS

The Chair will consider the admission of any items of Urgent Business. (Late items of Urgent Business will be dealt with under the agenda item where they appear. New items of Urgent Business will be dealt with under Item 11 below).

3. DECLARATIONS OF INTEREST

Members of the Board must declare any personal and/or prejudicial interests with respect to agenda items and must not take part in the consideration of those items.

4. MINUTES (PAGES 1 - 6)

To confirm the minutes of the meeting held on 22 October 2009 as a correct record.

STRATEGIC DISCUSSION ITEM:

5. GREENEST BOROUGH INNOVATION FUND

Information and presentations will be provided by the successful bidders set out below:

- Hornsey Meadow -Kate Allardyce
- Markfield Travellers -Roz Corrigan
- Transitions Finsbury Park -Carol Glover
- BME Carers Support -Cenk Orhan

DELIVERING THE GREENEST BOROUGH STRATEGY:

6. PERFORMANCE AND PROGRESS AGAINST GREENEST BOROUGH STRATEGY THEMES (PAGES 7 - 38)

A presentation will be provided with respect to:

- Priority Six: Promoting Sustainable Transport

BUSINESS ITEMS:

7. GREENEST BOROUGH STRATEGY: PRIORITY TWO -IMPROVING THE NATURAL ENVIRONMENT :

A verbal update will be provided by Nic Durston of Groundwork and John Morris, Haringey Council, Head of Parks.

8. FAITH AND RECYCLING PROJECT UPDATE

This report will be tabled at the meeting.

9. AREA BASED GRANT -QUARTER TWO PROGRESS UPDATE (PAGES 39 - 44)

10. GREENEST BOROUGH STRATEGY INTEGRATED PROJECT AND PERFORMANCE REPORT -UPDATE ON QUARTER TWO 'RED' STATUS PROJECTS AND PERFORMANCE INDICATORS

This report will be tabled at the meeting.

11. NEW ITEMS OF URGENT BUSINESS

To consider any new items of Urgent Business admitted under Item 2 above.

12. ANY OTHER BUSINESS

To raise any items of AOB.

13. DATES OF FUTURE MEETINGS

To note the date of the next meeting:

- 18 February 2010

Dates for May 2010 – April 2011 will be circulated once the Council's Calendar of Meetings for the new Municipal Year has been confirmed by the Cabinet.

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Publication Date: 23 November 2009

AGENCY	NO. OF REPS	NAME OF REPRESENTATIVE
Haringey Council	3	Cllr Brian Haley , Cabinet Member for the Environment and Conservation (Chair) TBC Niall Bolger , Director of Urban Environment
Community Representatives	3	Sona Mahtani Cenk Orhan Pete G Ravenor
HAVCO	1	TBC
Haringey Fire Service	1	John Brown , Borough Commander Haringey
Metropolitan Police	1	Dave Grant , Chief Superintendent
Environment Agency	1	Esther Vanlith , External Relations Officer
Lee Valley Regional Authority	1	David Anstey , Director of Regeneration
London Remade	1	Ellen Struthers , Project Manager
Registered Social Landlords	1	Neil Mawson , Director of Metropolitan Housing Trust
New Deal for Communities	1	Lainya Offside-Keivani , Deputy Director, The Bridge NDC
Haringey Primary Care Trust/Haringey Council	1	Susan Otit , Interim Director of Public Health *
Transport for London	1	Peter Livermore
Thames Water	1	TBC
Natural England	1	Judith Hanna , Community Liaison Executive
TOTAL	18	

**This is a joint appointment between Haringey Council and Haringey PCT*

Present: John Brown, Nick Durston, Cllr Brian Haley (Chair), Cenk Orhan (Vice-Chair), Susan Otiti, Pete Ravenor and Beverly Taylor.

In Attendance: Maria Fletcher, Kirsty Fox, Alex Gear, Adam Hunt, Cllr Toni Mallett, John Morris, Robin Payne, John Wood.

MINUTE NO.	SUBJECT/DECISION	ACTON BY
BPP42.	INTRODUCTIONS	
BPP43.	APOLOGIES Apologies for absence were received from David Anstey, Neil Mawson and Lainya Offside-Keivani.	
BPP44.	URGENT BUSINESS There were no items of urgent business.	
BPP45.	DECLARATIONS OF INTEREST There were no declarations of interest.	
BPP46.	MINUTES The approval of the minutes of the meeting held on 13 July 2009 would be deferred to the next meeting of the Board.	Clerk
BPP47.	FAIR TRADE FOR THE BOROUGH The Board received a scoping report setting out work required to achieve Fairtrade status for the borough, granted by the Fairtrade Foundation. Encouraging the sale of Fairtrade products aimed to contribute to the tackling of poverty by enabling disadvantaged producers from poor countries to receive a better deal. It was proposed that a local Fairtrade steering group be established to progress the agenda including representation from HSP partners and at a community level. Concerns were raised regarding the lack of progress implementing the agenda since the resolution to support Fairtrade was passed by Full Council in 2003 and the relatively unambitious targets outlined, particularly in relation to engaging local shops. Confirmation was provided that the goals identified constituted a minimum standard and that project management at the lead of the steering group would progress development of the agenda including revising targets based on research. In response to a query as to whether the existing partnership structure could be used to progress the project, it was confirmed that establishing a dedicated group was a requirement for the award of Fairtrade status.	

**MINUTES OF THE BETTER PLACES PARTNERSHIP (HSP)
THURSDAY, 22 OCTOBER 2009**

	<p>RESOLVED:</p> <ul style="list-style-type: none"> • That the Better Haringey Programme Manager liaise with John Wood from St Ann's Church Tottenham regarding providing names of individuals from faith groups potentially interested in involvement with the Fairtrade steering group. • That the Better Haringey Programme Manager contact representatives from SACRE (Standing Advisory Council for Religious Education) regarding the potential for involvement with the Fairtrade steering group. • That a letter from the Chair of the Board be sent to the Chairs of the other thematic partnership boards of the Haringey Strategic Partnership seeking nominations for representatives to sit on the Fairtrade steering group. 	<p>Better Haring Prog Man.</p> <p>Better Haring Prog Man.</p> <p>Chair/ Better Haring Prog Man.</p>
<p>BPP48.</p>	<p>FAITH AND RECYCLING -DISCUSSION PAPER</p> <p>The Board received a report setting out issues relating to faith and recycling including the barriers certain communities face in fully utilising recycling services and how faith infrastructure could be used to overcome these barriers and improve participation rates to help meet challenging recycling targets. A more targeted approach would potentially allow the tailoring of service provision to the needs of faiths, based on approaches used in other authorities such as the community communication campaign used by Hackney focused on the Hasidic Jewish community.</p> <p>John Wood from St Ann's Church, Tottenham confirmed that recycling and the environment were currently high on the agenda of denomination and faith groups, although it was advised that engaging black majority faiths might prove challenging. It was proposed that a small, targeted pilot project be developed, recognising where possible the importance of a focus on youth education in relation to recycling.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> • That the Chair, John Wood and Better Haringey Programme Manager scope a pilot project and develop a project plan including identification of clear targets, to be submitted for approval by the Board at the December meeting. 	<p>Chair/ Better Haring Prog Man.</p>
<p>BPP49.</p>	<p>PERFORMANCE AND PROGRESS AGAINST GREENEST BOROUGH THEMES</p> <p>The Board received a presentation from the Head of Enforcement on performance and progress against the Greenest Borough themes, with a focus on key projects under priority 1 of the Strategy – improving the urban environment.</p> <p>An update was provided on the 'My cleaner Haringey' publicity campaign, with the objective of improving services, the customer interface, allowing more targeted enforcement and area based solutions.</p>	

**MINUTES OF THE BETTER PLACES PARTNERSHIP (HSP)
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	<p>The publicity campaign would be centred on different themes such a dog fouling, lettering etc. Area based solutions would utilise local intelligence networks along with information garnered from ward walkabouts, area assemblies etc to inform zonal working and the development of ward level action plans.</p> <p>The Board were updated on the reshaping of the Street Enforcement Service, a replacement for the Environmental Crime Service. The Service would be split into two teams to provide a uniform and patrol presence across the borough, with an extension of the hours of operation to 7 days a week.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> • That a further report be received to the December meeting of the Board setting out information regarding the roll out of the programme. 	Head Enforc
BPP50.	<p>UPDATE ON SUCCESSFUL GREENEST BOROUGH INNOVATION FUND BIDDERS</p> <p>The Board received an update report on the four successful bidders awarded funding under the Greenest Borough Innovation Fund. The successful organisations were currently in the process of producing project management documents required for approval prior to the release of funding. It was confirmed that the Board would remain a forum for challenge and support for the projects and as such would receive regular updates as part of ongoing monitoring, including a presentation at the December meeting identifying delivery targets for each project.</p> <p>The Innovation Fund project would be repeated in the new financial year, provisionally centred around proposed themes or streams to encourage a greater range of applications capturing the whole agenda. Consideration would also be given to improving the speed of the process, better promotion of the eligibility criteria and evaluating the selection panel. The community representatives on the Board also agreed to feed back their experience as an umbrella group supporting organisations in the submission of bids, to inform process improvements for the next round of funding.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> • That the report be noted. 	<p>Exec Policy Devlpt Officer</p> <p>Comm Reps/ Exec Policy Devlpt Officer</p>
BPP51.	<p>CLEANER HARINGEY CAMPAIGN LITERATURE AND UPDATE</p> <p>The Board were advised that the Cleaner Haringey campaign literature was not currently available, although copies had been included in the presentation under item 8. The new campaign aimed to introduce new brand recognition and encourage ownership through the 'My Haringey' branding.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> • That the update be noted. 	

**MINUTES OF THE BETTER PLACES PARTNERSHIP (HSP)
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<p>BPP52.</p>	<p>GREENEST BOROUGH STRATEGY: 2ND QUARTER REPORT</p> <p>The Board received an update report on performance against the Greenest Borough Strategy. Key achievements included the establishment of a low carbon zone in Muswell Hill following a successful bid for GLA funding, implementation of a community energy monitor scheme, expansion of the mixed-material recycling service, sign up to the national 10:10 project and continuation of the water conservation publicity campaign.</p> <p>Confirmation was provided that key milestones for the Clean Sweep programme would be included in the update report for quarter 3.</p> <p>Concerns were expressed regarding the number of projects with a red RAG status. Confirmation was provided that some had been categorised as such due to their long-term nature, although it was recognised an update of resolution dates was required. In addition, uncertainty surrounding future TfL funding had also impacted on progress with some projects.</p> <p>In relation to delays with the Lordship Rec scheme, the Board were updated that background work was currently being undertaken on site, and had identified significant problems with water quality. Remedial work would be undertaken in conjunction with the Environment Agency to resolve these issues through the use of hydrodynamic separators.</p> <p>The Board were updated on the success of the Streetcar initiative, including potential expansion of the scheme.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> • That the report be noted. • That an update report on the Streetcar initiative, including potential expansion of the service be received to the next meeting. 	<p>Head Perf. (Urban Enviro)</p> <p>AD (Front servs)</p>
<p>BPP53.</p>	<p>PERFORMANCE MANAGEMENT HIGHLIGHT REPORT: 2ND QUARTER 2009 - 2010</p> <p>The Board received a highlight report setting out performance against the Local Area Agreement targets for the second quarter. Performance in relation to NI 192 – percentage of household waste sent for recycling, was highlighted as a concern with the stretch target not currently being met. Information was provided on actions to be undertaken to improve performance against this target contained within a designated Action Plan.</p> <p>The Borough Commander questioned non inclusion of the stretch target from the 2007 LAA relating to carbon efficiency in the report, considering a financial reward was attached for meeting the local indicator.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> • That the Executive Policy Development Officer investigate 	<p>Exec Policy</p>

**MINUTES OF THE BETTER PLACES PARTNERSHIP (HSP)
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	<p>whether the stretch target relating to carbon efficiency from the old LAA should be included in the monitoring report.</p> <ul style="list-style-type: none"> • That performance reports for the Greenest Borough Strategy and Local Area Agreement targets submitted for future meetings be combined into one report with a covering report and produced in colour and a larger size. 	<p>Devlpt Officer</p> <p>Head Perf. (Urban Enviro)</p>
BPP54.	<p>NEW ITEMS OF URGENT BUSINESS</p> <p>There were no new items of urgent business.</p>	
BPP55.	<p>ANY OTHER BUSINESS</p> <p>The Board were provided with copies of the summary leaflet produced for the Community Engagement Framework (CEF). A full version of the CEF was provided on the Haringey Council website. A report proposing a draft CEF Delivery Plan had been submitted to the HSP Performance Management Group to progress to the next stage of the process.</p> <p>Cllr Mallett advised the Board of her role as an Overview and Scrutiny member specialising in environmental and green projects and therefore her attendance at the meeting as an observer. She was also the Chair of the Sustainable Transport scrutiny panel which would feed into the work of the Board.</p>	
BPP56.	<p>DATES OF FUTURE MEETINGS</p> <p>The following future meeting dates were noted:</p> <ul style="list-style-type: none"> • 1 December 2009 • 18 February 2010 	

COUNCILLOR BRIAN HALEY

Chair

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Greenest Borough Strategy

Priority Six

Promoting Safe and Sustainable Transport

Joan Hancox

Head of Sustainable Transport

London Borough of Haringey

Better Places Partnership Board – 1 December 2009



Transport Context

- Changing transport policies – London wide
- Need to develop a Haringey Transport Strategy
- Changing funding for transport
- Majority of transport funding from TfL
- Promoting safe and sustainable transport is core business
- Modal shift, traffic volumes and CO2 emissions will be mandatory indicators



Key Projects

1. School and Work Travel Plans
2. Bus routes
3. Community Transport
4. London Cycle Network +
5. Greenways
6. Car Clubs

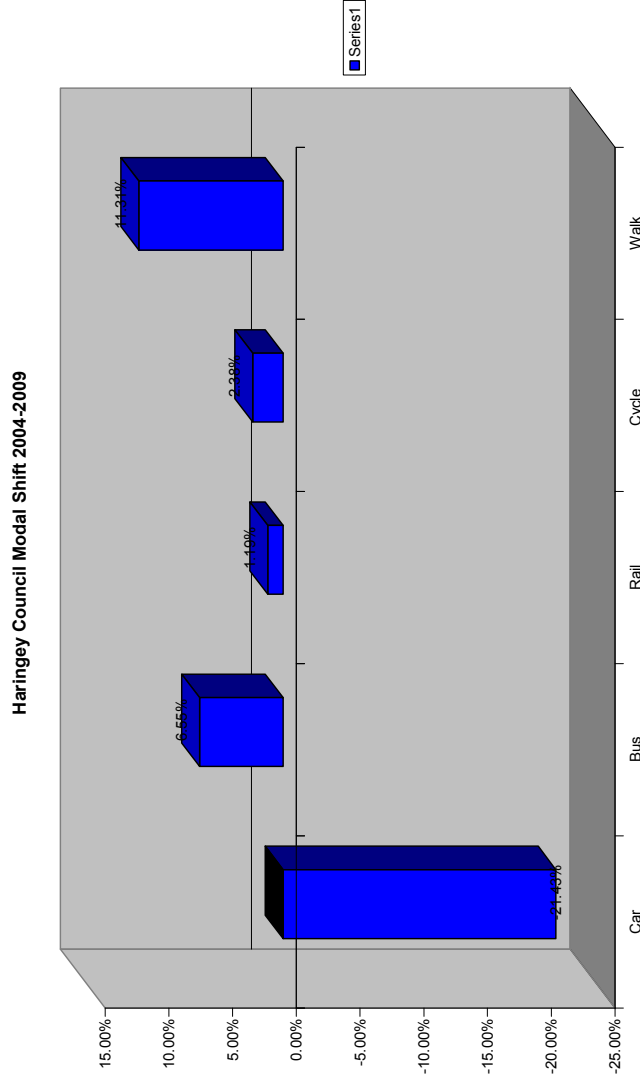
School Travel Plans

- One of 5 boroughs to achieve 100% approved travel plans for schools two years before Mayoral target
- Guardian Award for Transport and Mobility for work with Moselle School 2009
- School Travel Planner of the Year 2009
- Primary schools – 20% of children travel to school by car
- Secondary schools – 5% of children travel by car



Modal Shift

Statistics indicate substantial increases in Walking, Cycling and Public Transport and decreases in car journeys by -21.43%.



Mode	Bus	Rail	Cycle	Walk
Car	21.43 %	1.19 %	2.38 %	11.31 %



School Travel Plans

Current projects

- Junior School Travel Officer - giving ownership to school children to run sustainable travel projects in schools (Year 6)
- Concentrating on bus behaviour with Busology project including theatre performances to secondary to schools
- WoW – walk on Wednesdays



Workplace Travel Plans

- Share a sub-regional workplace travel planner with Camden, Westminster
- Enterprise Project for SME's in 2009 – 3 travel plans so far and 4 in discussion work
- 11 workplace travel plans through the planning process
- Businesses with more than 250 can work with TfL direct
- Establishing a Residential and Workplace Travel Planner post at Haringey



Bus routes

- Regular liaison meetings with operators
- Respond to consultations on changes to bus routes
- Need to get clarity on what improving east-west routes means
- Will need to look at bus service needs as part of developing Haringey Transport Strategy
- Lack of progress due to lack of dedicated funding, clear objectives and previous unwillingness of TfL to consider service changes



LCN+

- London Cycle Network been running for 6 years and due to complete this year to provide a strategic network of routes to link all of London and improve existing strategic cycle routes
- Has transformed cycling in Haringey
- From April 2010 improvements to cycling routes will need to be incorporated into transport schemes



Community Transport

- Minibus for community use with or without drivers – 145 organisations registered
- Driver training
- Capital Call
- Leisure Mobility
- Introducing a new service for individuals using Jobs for the Future funding
- Long term future uncertain



Greenways

- Improving walking and cycling paths within and between green spaces
- Three years so far and have provisional approval for funding next year
- Looking to further develop network
- Promotion work with Parks







Car Club

- The Council, in partnership with Streetcar, introduced 27 car club vehicles at 14 on street locations around the borough in July 2009.
- Nearly 2000 streetcar members in Haringey which is a doubling of membership since the start of the year.
- Daily usage figures for the car club vehicles in Haringey are also encouraging, with vehicles being used on average 15.3 hours each day.
- Clear demand and potential for expansion of the scheme
- Planning to increase the number of car club vehicle locations in the borough with a target of having at least 80 operational car clubs by the end of 2010-2011.
- Aim to create a borough wide service where every resident and business would be within a 5 minute walk of a car club vehicle.



Partnership Opportunities

- Leading by example
 - Our policies
 - Our premises
 - Our people
- Joint Working
 - Safe travel – road safety education
 - Behaviour change
- Celebrating and recognising contribution
- Promoting shared key messages



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Sustainable Transport

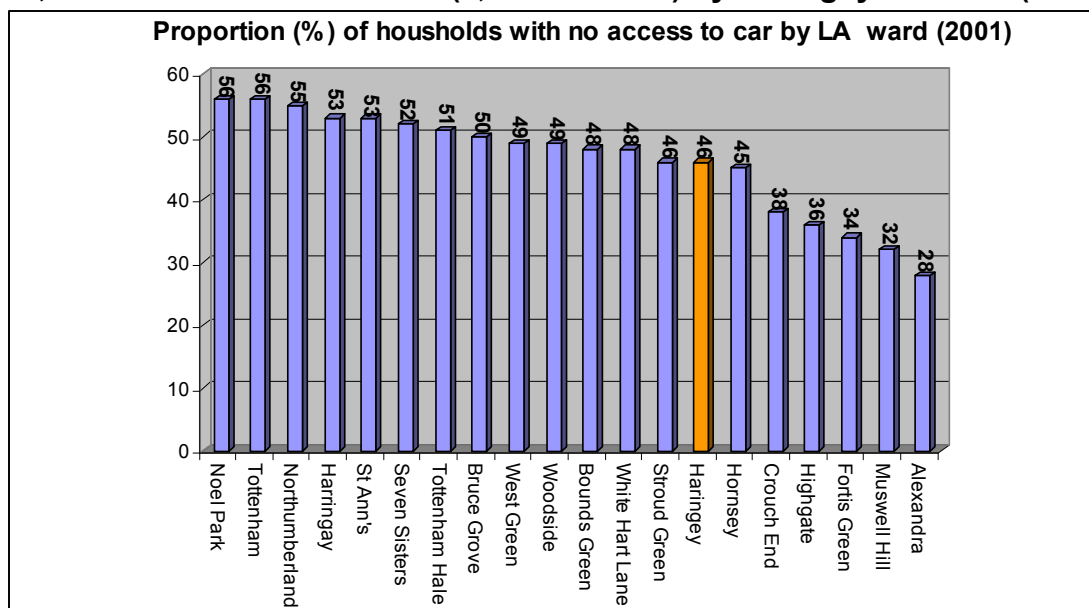
Transport infrastructure

Haringey has good radial transport networks for road, rail and tube, though transport networks are less developed running across the borough (east to west). The borough is served by 6 tube stations on three tube lines (Northern, Piccadilly and Victoria). 43 bus routes serve the Borough of which all but 10 are high frequency routes. The routes are mainly radial in nature. The main issue for these radial routes is provision of capacity to meet growing demand. A number of routes form a high frequency orbital network. However, further development of the orbital bus routes is needed to provide an effective and sustainable alternative to the car for journeys to the east and west of Haringey. In addition the development of the orbital bus network is constrained by the nature of the road network and low rail bridges. One overland rail line runs across the borough (Barking-Gospel Oak line) which has three stations.

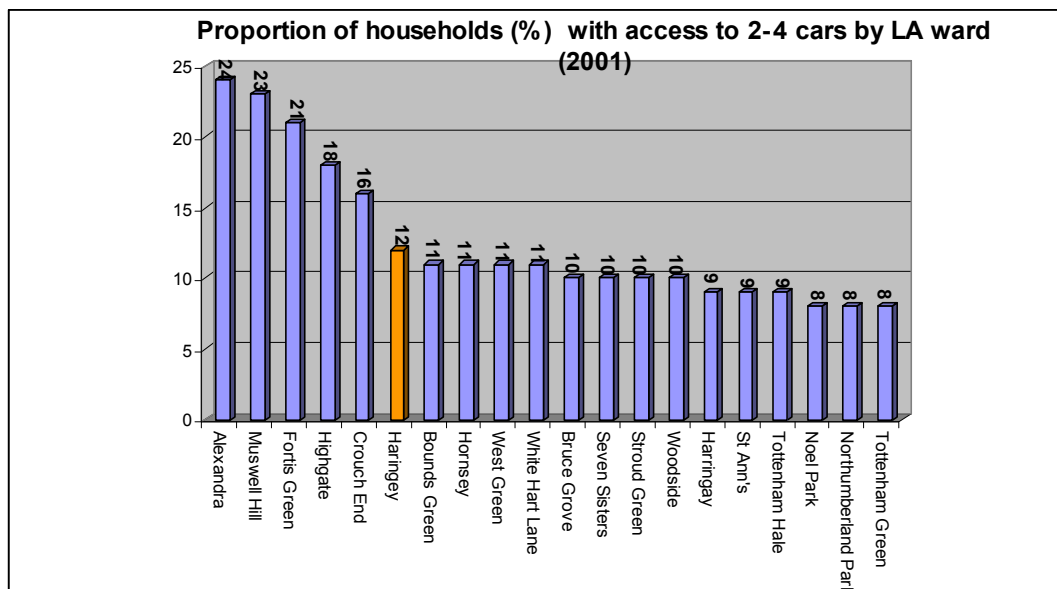
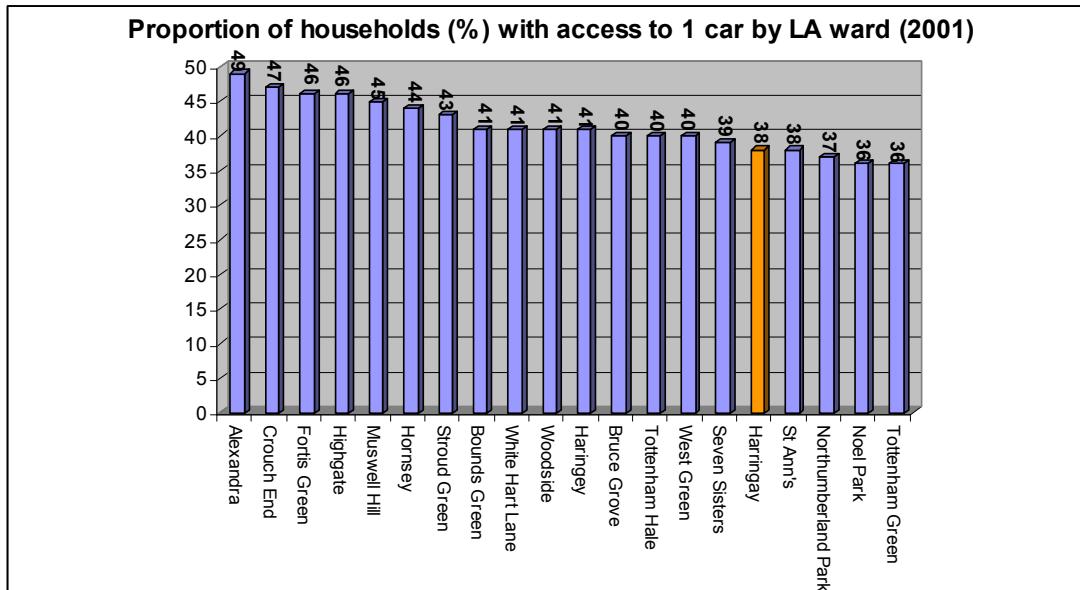
Data from TfL indicates that there has been considerable investment in local transport through the LIP since 2003/4 to a total of £29.3m including: £4.4m for road renewal, £3.1m for bridge works; £2.8m for local safety schemes. In addition, there has been increased frequency on 20 of the boroughs bus routes and 7 of the boroughs night bus routes; there is planned capacity increases on the Northern line (20% by 2012), Piccadilly line (25% by 2014) and Victoria line (19% by 2013).¹

According to the 2001 census, 46% of households do not have access to a car, though there are wide variations across and within the borough: in the west of borough household access to car/van is above 80% whereas in the east this falls to below 40%. More recent data (2008) suggests that there are wide variations to car accessibility within the borough: households in Noel Park ward are twice as likely to not have access to a car than those in Alexander ward; and in three wards over 20% of households have access to two to four cars (**Figure 4a, 4b & 4c**).

Figure 4a, 4b & 4c – Access to a car (0,1 and 2 cars) by Haringey LA ward (2008)



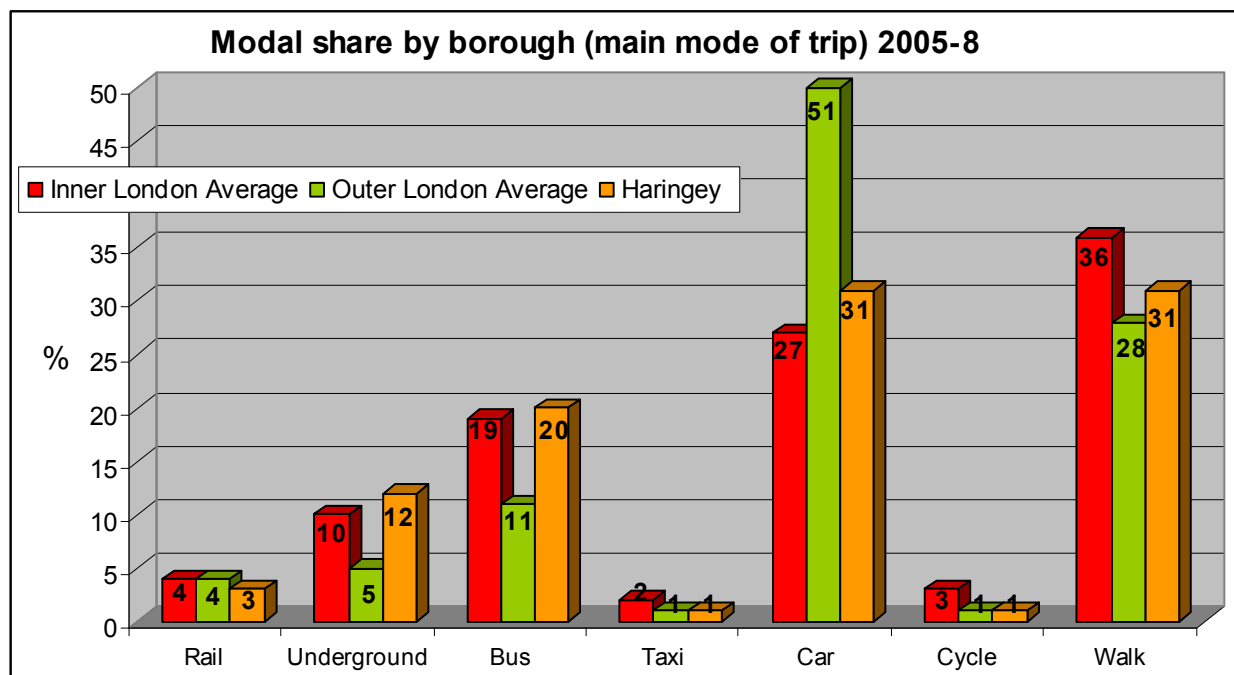
¹ Key investment in Haringey 2009/10 Transport for London 2009



Sustainable Transport

Data on the share of modes of transport used for journeys starting in Haringey reflect the spatial patterns established earlier: the further journeys originate outside of the city centre the greater reliance on private car usage. Further detail finds that car usage for journeys originating in Haringey accounts for 31% of trips which is significantly lower than the outer London average (51%) but slightly higher than the inner London average (27%). Both bus (20%) and underground (12%) usage is higher for journeys originating in Haringey than either the inner or outer London average for these different modes. The full modal share of trips made in Haringey in comparison to inner and outer London boroughs is contained in **Figure 5**.

Figure 5 - Modal share of transport options: Haringey, inner London & outer London



Haringey has the third lowest number of people that **walk** to work and the third highest number of people that travel to work by public transport. Furthermore, just under 1/3 (31%) of all trips in Haringey are on foot, which is equal to those trips made by car. In Haringey, 97% of walking trips are less than 3km, though 48% of journeys made by car are also less than 3km: this highlights the potential to switch to more sustainable modes in Haringey.

Haringey has lower cycling rates than its statistical neighbours: the proportion of people who have cycled for more than 30 minutes within a 4 week period was 10.2% in Haringey, lower than Southwark 13.4%, Hackney 14.8% and Lambeth 16.2%.

A summary of some of the recent developments in sustainable transport provision is given below:

- Greenways- linking green-spaces across the borough (i.e. Finsbury Park, Lea Valley)
- Haringey is part of the London Cycle Network and is delivering a programme of cycle improvements (advanced stop lines, on street cycle parking)
- Car club scheme (with Streetcar) now has 27 vehicles at 14 on street locations
- Travel plans – all schools have an approved travel plan
- Workplace travel planning - being undertaken by the North London sector
- 20MPH zones – focus has been in the east of the borough in respect of local safety issues
- Home Zones – two small areas exist in Linden road (West Green) and Tower Gardens (north Tottenham).

Walking in Haringey

In Haringey, 34% of all trips are on foot. This compares to the London-wide figure of 30%, demonstrating that walking in Haringey is of particular importance. Haringey residents make more than 184,000 walking trips per day, which is considerably more than car driver trips [at 118,000]. In terms of journey length, 97% of walking journeys are less than 3km. However, about 48% of car driver journeys are less than 3km with 19% are less than 1km, indicating the potential for a switch for short journeys from the car to walking.

Strategic Walking routes in Haringey

There are 2 strategic walking routes in Haringey, these are the Capital Ring and Lea Valley Walk. These strategic walking routes have a role in encouraging more walking and improving the local environment such as improved air quality and reduced noise emissions to the extent that there is a modal shift.

Local Walking Routes

Local walking routes can complement the strategic walking routes by encouraging access to local amenities, shops and leisure facilities and other destinations.

The Council is seeking TfL funding to implement a variety of schemes to improve local accessibility for walking to key attractor destinations along popular commuter and local amenity walking corridors.

This will include a series of walking audits to identify deficiencies along popular walking routes to town centres, the public transport network, schools and local amenities. The audit results will be developed into a series of works programmes for each key route to be implemented from 2010/11.

The Council is also undertaking a programme of schemes to enhance the attractiveness of the walking environment, to reduce the perceived fear of crime along key walking routes, such as under bridges and within pedestrian alleys. Measures will include improvements for natural surveillance, lighting and removal of blind spots. Priority will be for key destination attractors such as public transport links, town centres, and amenities.

Haringey Greenway cycle and walking route is being implemented to link the borough green and open spaces for recreational walking and cycling. Three routes are proposed, one from Finsbury Park to the Lea Valley, one from Finsbury Park to Highgate via Parkland walk local nature reserve, and the third from Muswell Hill Road to Alexandra Palace Station.

Public Rights of Way Improvement Plan

The Council is carrying out a consultation on its Public Rights of Way improvement plan. This plan will identify physical improvements to Haringey's Public Rights of Way and possible extensions to the network. Schemes will include improving paths physical maintenance, such as signage on key routes which link popular destinations.

Improving Walking Accessibility

The Council is developing a programme of dropped kerbs and tactile paving targeted at key attractor destinations; hospitals, health centres, schools with special needs and shopping areas as well as town centres and interchanges. The proposal is to audit the key routes to these destinations and develop a programme of implementing dropped kerbs and tactile paving on these pedestrian routes. The project will complement the Town Centre, Station Access and Bus Stop Accessibility programmes.

Walking Plan

The Council has developed a Walking Plan to support the Mayor's TfL Walking Plan for London targets for increasing walking and improving the environment for walking in general.

Car Club Scheme

The Council, in partnership with Streetcar, introduced 27 car club vehicles at 14 on street locations around the borough in July 2009. There are now nearly 2000 streetcar members in Haringey which is a doubling of membership since the start of the year. The daily usage figures for the car club vehicles in Haringey are also encouraging, with vehicles being used on average 15.3 hours each day. This clearly shows the demand and potential for expansion of the scheme and the Council are planning to increase the number of car club vehicle locations in the borough with a target of having at least 80 operational car clubs bays by the end of 2010-2011. This will create a borough wide service where every resident and business would be within a 5 minute walk of a car club vehicle.

Electric vehicle charging scheme

12 electric vehicle charging points have now been installed within five car parks across the borough. A membership scheme has been set up to use the facilities for an annual administration fee of £50, which includes the provision of a charging lead and a permit to park in the 12 electric charging bays. Additional electric charging points will be installed between 2010 and 2011 in car parks and at on street locations close to the borough's town centres and large areas of employment.

Work Place Travel Plans

11 work place travel plans have been secured through the planning process. 3 voluntary travel plans have been introduced through the Enterprise initiative and discussions are taking place to develop travel plans for a further 4 businesses in the borough.

Free help and financial assistance offered to Haringey businesses to travel greener :-

Haringey businesses can take advantage of free advice and assistance for developing a workplace travel plan from both the Council and through Transport for London's 'New way to Work Programme'. In addition there are various funding opportunities and resources designed to assist with the implementation of the travel plan, including:

Travel plan funding opportunities:

Haringey Council will consider matching funding or contributing to the cost of implementing a measure identified within your workplace travel plan up to the value of £2000. For example, the Council will consider providing a financial contribution towards the installation of secure cycle parking facilities, lockers or shower facilities.

This source of funding has been secured from Transport for London (TfL), and is available until March 2011.

TfL's 'A new way to work' programme

Haringey businesses have the opportunity to obtain free advice and assistance from Transport for London to promote sustainable travel options to their staff through the following initiatives:

['A new way to work'](#) programme helps businesses promote sustainable travel options to their staff. By setting up workplace travel plans that encourage alternatives like walking, cycling, public transport and car sharing, companies of all sizes can save themselves and their staff both time and money whilst improving their health.

In addition to offering free advice and information tailored to a companies strategic business needs, TfL can also help identify sources of funding and provide ongoing support.

There are two different packages designed to suit businesses of different sizes. For further information, choose the one that's right for you by clicking on the links below:



[Enterprise](#) - is a business travel planning support and advice package available for organisations with 20 - 250 staff, which can help address your business goals. TfL's expert travel planners can help your business, and your staff, minimise your carbon footprint, reduce costs and improve staff wellbeing through effective travel planning.

The package includes:

- Free expert advice
- A tailor-made workplace travel plan
- Incentives and merchandise
- A range of practical measures relevant to your needs, including access to match funding to help implement your travel plan
- Ongoing support and encouragement



[Corporate](#) - Businesses with more than 250 staff may be eligible for the Corporate workplace travel plan offering.

School Travel Plan

The London Borough of Haringey has successfully promoted sustainable travel in schools since 2004. 100% of schools in Haringey have an approved Travel Plan one year ahead of the London target (2009) and two years ahead of the Mayoral Target (2010). The borough was proud to be one of five boroughs in London to have achieved this.

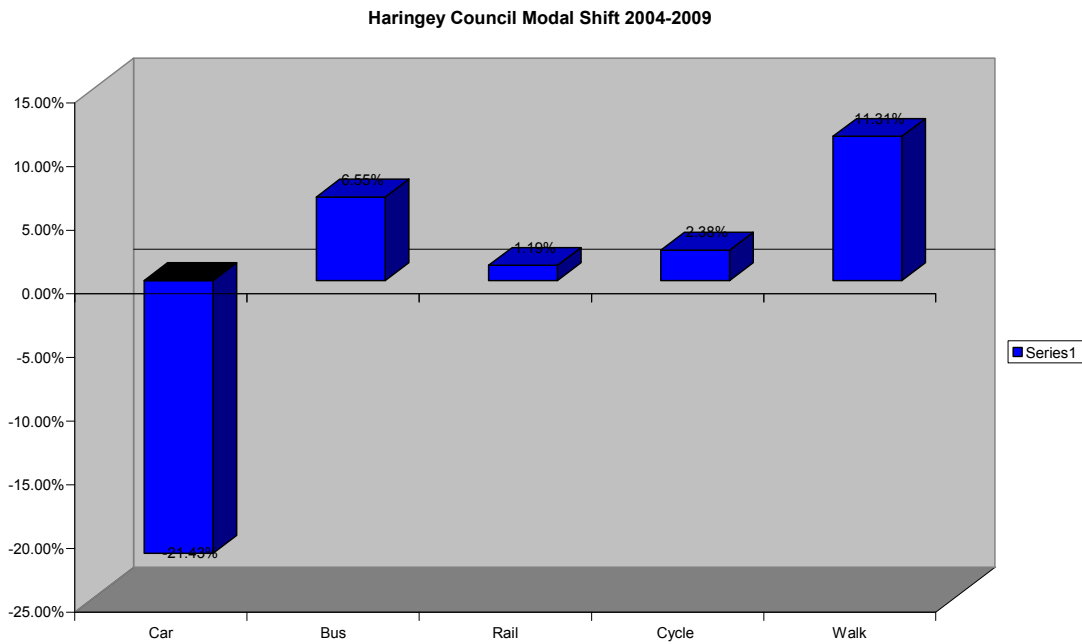
The School Travel Team has taken a direct approach working with schools focussing on developing effective Travel Plans unique to individual schools.

The team uses a variety of initiatives to encourage sustainable transport:

- **WoW (Walk Once a Week)** – Under the scheme Badges are given to pupils as an incentive to walk to school. Figures from 2008 to 2009 indicated that 21,000 walking journeys were made under the scheme. Over 50 primary schools are currently taking part in the scheme. (please see Appendix 1). Schools that participated in WoW showed an overall increase of 1.32% in walking journeys between 2008 and 2009.
- **Upgrade** - A scheme from Transport for London aimed at year 6 pupils designed their transition between primary and secondary school. Pupils receive a pack containing a magazine, maps with local secondary schools and tips on safe independent travel. Parents also receive an additional booklet with information on independent travel.
- **Go Bike** - Pupils are encouraged to cycle to school and are rewarded by completing a set of levels. Rewards range from a pen and pencil to entry into a prize draw for a free bike.
- **The Wheely Great Treasure Trail** - A cycling event held during National Bike Week in various public parks in the borough. Schools are divided into teams of 8 and follow a trail leading to an ultimate prize of a £500 voucher to purchase Pool bikes for the school. The event has run for two years consecutively and with over 100 pupils taking part (Appendix 2)
- **Busology** – A music project to encourage secondary pupils to promote good behaviour on buses. Haringey has 15 secondary schools and behaviour on buses has been identified by the Safer Transport Team (Met Police) as a problem in certain areas of the borough. 60% of pupils from Park View Academy highlighted feeling unsafe travelling to school by bus. These issues were combined to produce a music video with pupils at the same school. Over 54% of pupils currently use the bus to get to secondary school in Haringey.
- **Pool Bikes** – To encourage the use of sustainable transport we have allocated over 1060 spaces of cycle parking and over 1000 pool bikes with allocated funding from Transport for London.

Modal Shift

Statistics indicate substantial increases in Walking, Cycling and Public Transport and decreases in car journeys by -21.43%.



Car	Bus	Rail	Cycle	Walk
-21.43%	6.55%	1.19%	2.38%	11.31%

Haringey Council's staff travel plan was introduced in April 2008, as part of our commitment to tackling climate change at a local level. The travel plan supports the council's priority to become one of London's greenest boroughs to lead by example when it comes to protecting and improving the environment.

The travel plan consists of a package of measures designed to reduce staff car usage and the necessity to travel for commuting and work related journeys.

Staff travel habits were resurveyed in July 2009 and the following results were achieved.

- Reduction in single occupancy car trips to work by 5%
- Reduction in business travel private car trips by 26%
- Increase in cycling to work by 2.5%
- Increase walking to work by 1%
- Increase public transport usage by 1%
- Increase car sharing by 0.6%

The 4 main elements to the travel plan include:

1. Essential Service Permits (ESP's)

Introduction of stringent criteria for allocating ESP's, with charges graded according to vehicles' carbon emissions. This has resulted in the number of ESP's in use falling from 2,400 to 800, a reduction of a third and is reflected in the survey results showing a 26% reduction in the use of Council employees' private vehicles for council related journeys.

2. Staff Car Parking

A staff parking priority and charging schemes has been introduced for parking at all the Council's office car parks. Staff requiring a parking space has been reduced by 43% from 525 to 300.

3. Essential User Car Allowance

More stringent criteria have been introduced for allocating an Essential User Car Allowance to a post resulting in a 7% reduction in the allowance.

4. Alternative travel options

a) Three SMART electric pool vehicles



- Use of three SMART Electric vehicles for site visits, meetings etc, reducing the need for staff to bring their own vehicles to work.

b) Pool Bicycles

- 12 pool bicycles are now regularly used by staff for site visits around the borough.

c) Cycling Facility improvements include:

d) Cycle Training for staff

- On road cycle training with access to pool bicycles for training.

e) 'Doctor Bike' Maintenance Sessions

f) Cycling Incentives

- Haringey Cycle to work scheme available to Haringey employees. (55 staff have already obtained a bicycle through this scheme for cycling to work and for work)
- Interest Free Loan for purchasing bicycle & cycling equipment
- Discount offered to Council staff at 2 local cycle shops

g) Car sharing scheme

h) Public Transport incentives such as:

- Interest free travel season ticket loans are available for staff
- Pilot introduction of departmental oyster cards



i) Walking incentives

- Promotional events (eg. walk to work week)

j) New employee induction packs including sustainable travel info.

Bus Services

43 bus routes serve the Borough of which all but 10 are high frequency routes. The routes are mainly radial in nature. The main issue for these radial routes is provision of capacity to meet growing demand. A number of routes form a high frequency orbital network. However, further development of the orbital bus routes is needed to provide an effective and sustainable alternative to the car for journeys to the east and west of Haringey. In addition the development of the orbital bus network is constrained by the nature of the road network and low rail bridges.

How important is travel and sustainable transport issues to local people?

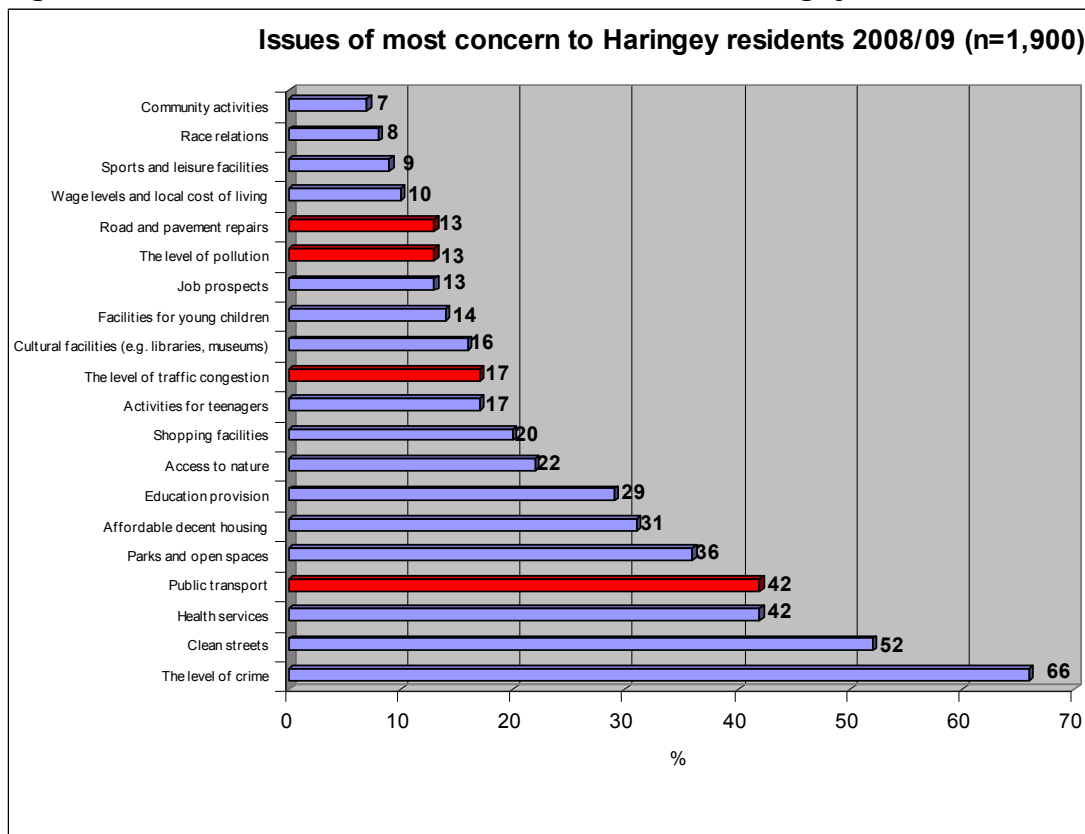
A number of consultations have been undertaken with local residents which provide some insight in to local perceptions of transport, traffic congestion and sustainable transport issues. This section of the report highlights key findings to emerge from these consultations which may guide and inform the scrutiny review process.

The Place Survey

The Place Survey is a national survey which is used to support assessments of local public services. The survey has been developed by the Department of Communities and Local Government and provides data for 25 national indicators which are informed by citizens’ views and perspectives. The survey was conducted in 2008/09 and completed by approximately 1,900 people resident in Haringey.

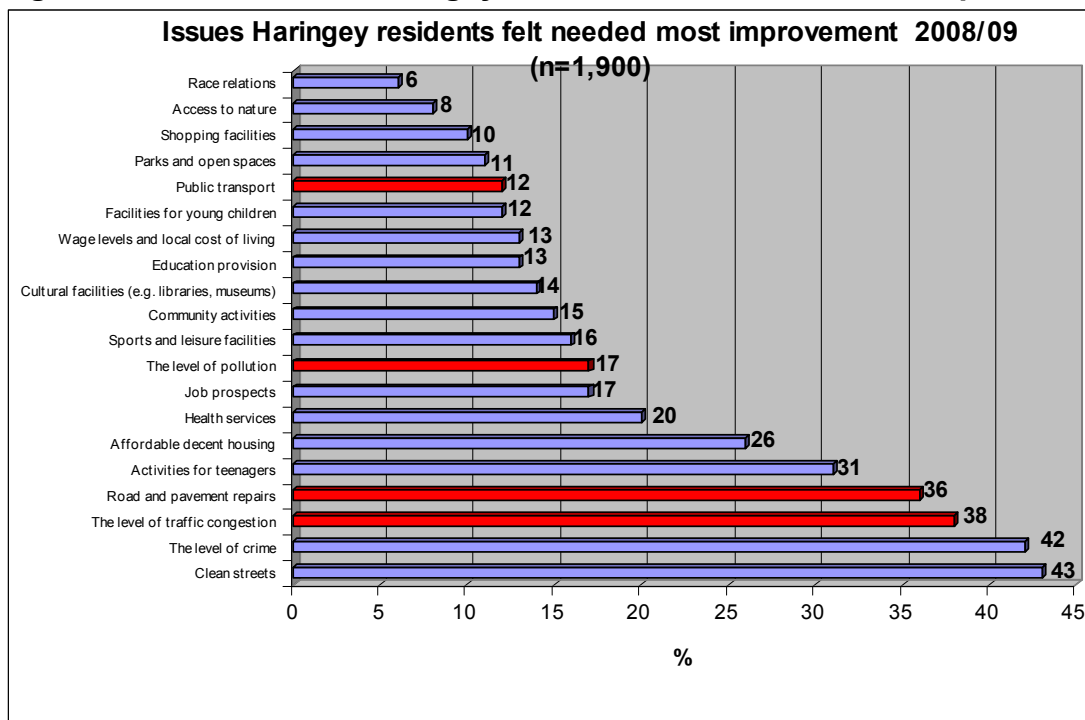
The survey sought to ascertain what issues are of most concern to local people and, those issues which need most improvement locally. The top three issues of concern to local people were the level of crime (66%), clean streets (52%) and public transport (42%). Traffic congestion was cited to be of most concern to 17% of respondents, whilst both road & pavement repairs and the level of pollution was named by 13% as an issue of most concern (**Figure 6**).

Figure 6 - Issues which are of most concern to Haringey residents



When considering those issues which need most improvement, the top three issues cited by respondents were clean streets (43%), the level of crime (42%) and traffic congestion (38%). Road and pavement repairs (36%) also figured prominently among issues which respondents felt needed most improvement. Interestingly, whilst public transport was a significant local concern (42%), far fewer respondents (12%) felt this needed most improvement (**Figure 7**).

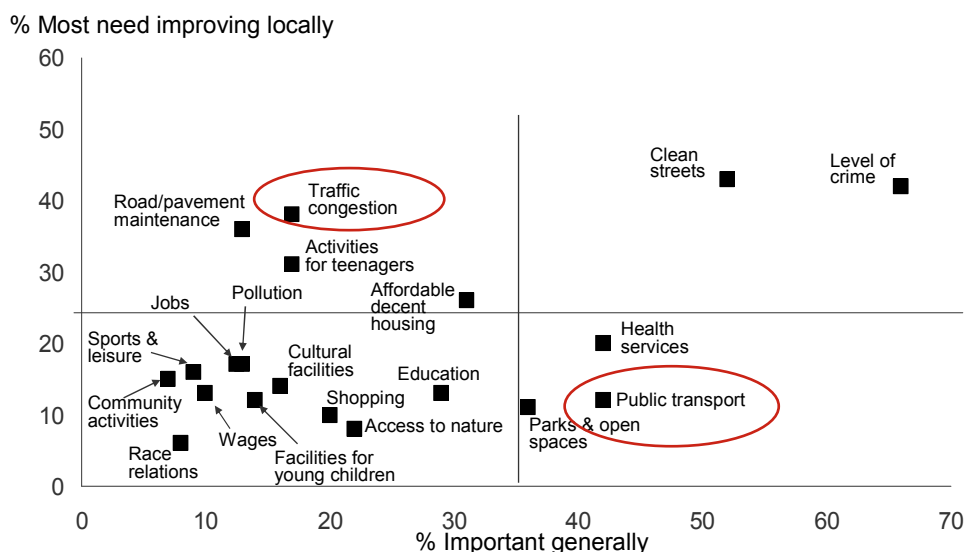
Figure 7 - Issues which Haringey residents felt needed most improvement



The above data is useful as it provides an indicator of the comparative priority of transport related issues against other community concerns. Also, by mapping those issues which are of most concern against those which need most improvement; this indicates that clean streets and the level of crime are significant priorities over and above other issues (Figure 8). It is noted that traffic congestion and public transport also figure prominently in this same assessment.

Figure 8 – Resident priorities for action from the Place Survey

Relative Priorities of traffic congestion & public transport (Place Survey)



The Place Survey also assesses more specific perceptions of local transport services including use and satisfaction of local transport information and, use and satisfaction of local bus services. This data demonstrates that 50% of respondents have used local travel information services at least monthly (**Figure 9**), and that most (57%) are satisfied with this service (**Figure 10**).

Figure 9 – Haringey residents use of local transport information

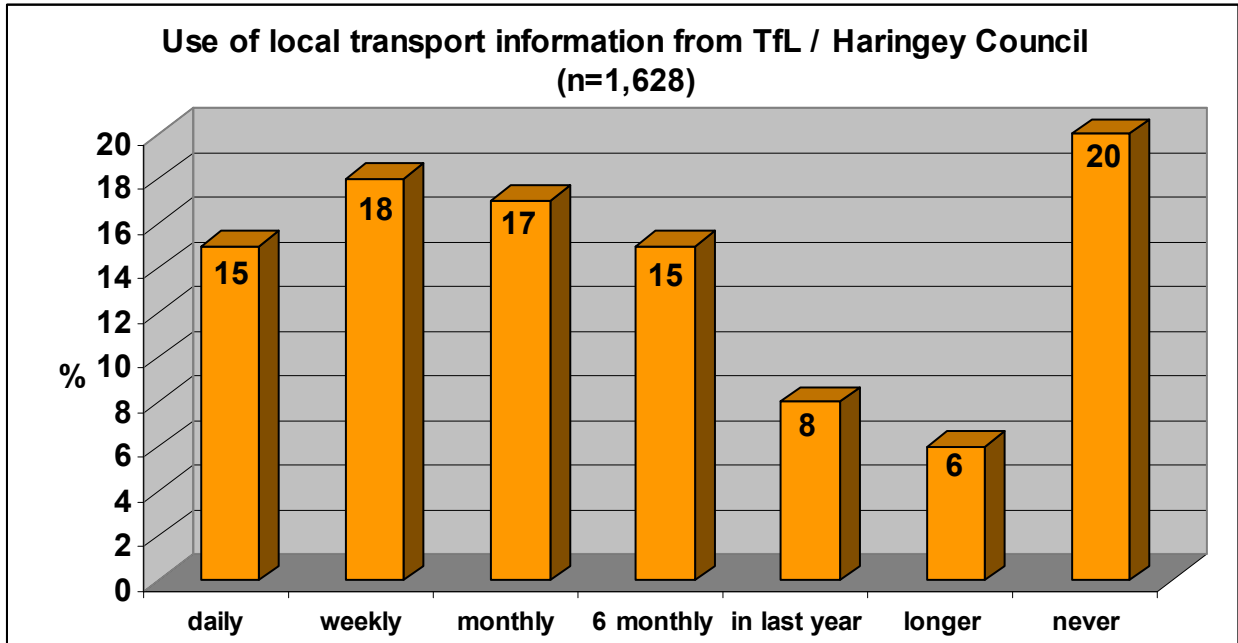
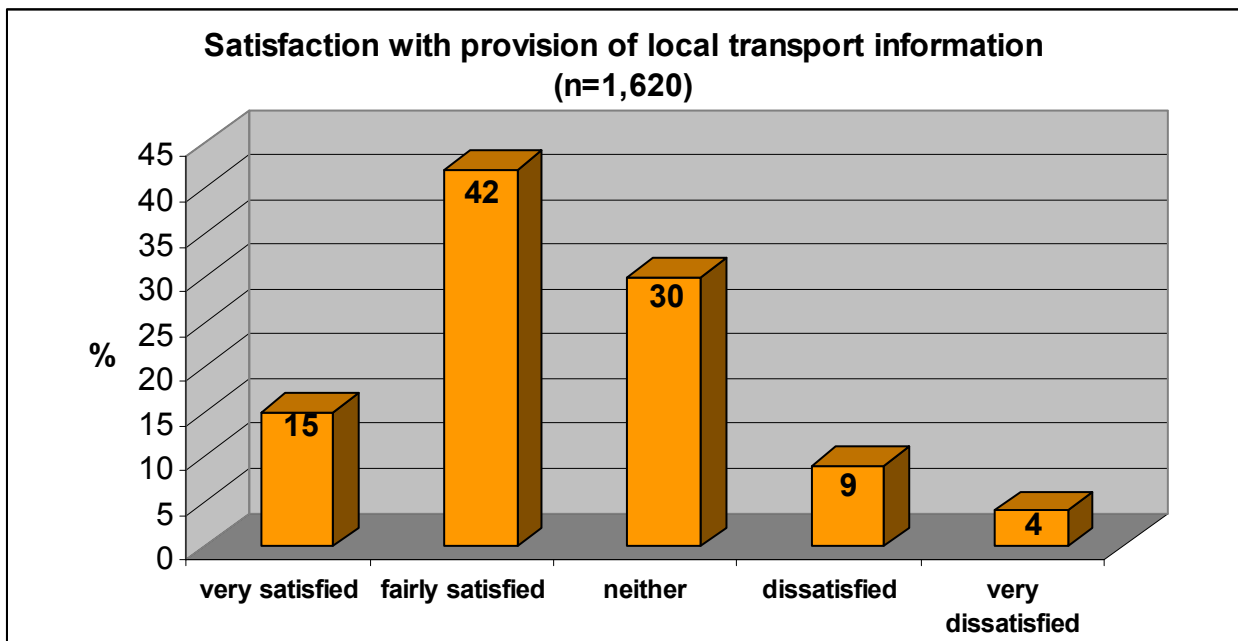


Figure 10 – Haringey resident's satisfaction with local transport information



Similar assessments are made of local bus services, in which the reliance on local bus services is revealed; 44% of respondents used the bus service daily and 73% use the bus service at least weekly (**Figure 11**). Just 4% of respondents have not

used the local bus service. Over $\frac{3}{4}$ (77%) of respondents were broadly satisfied with local bus service provision (**Figure 12**).

Figure 11 – Haringey residents use of local bus services

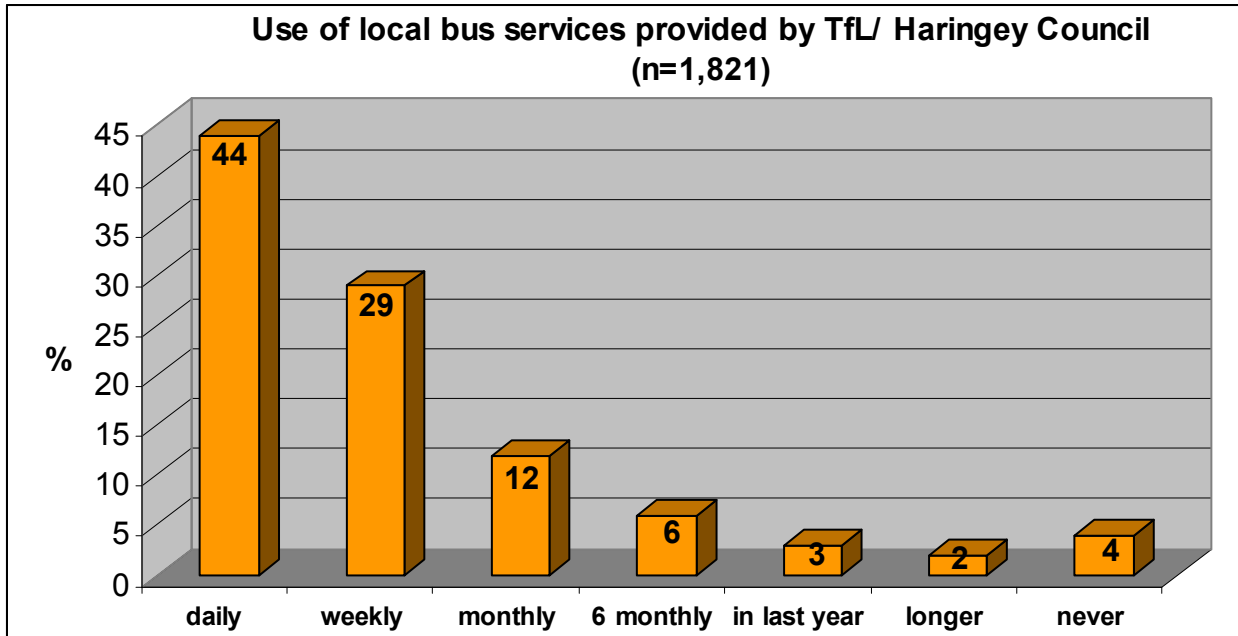
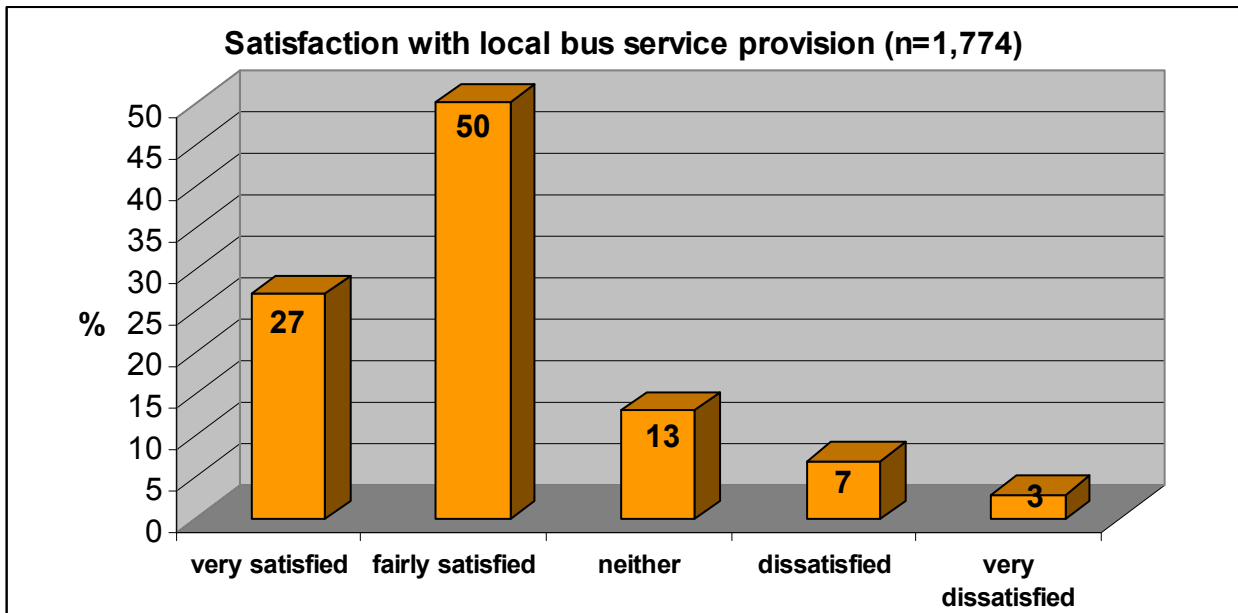
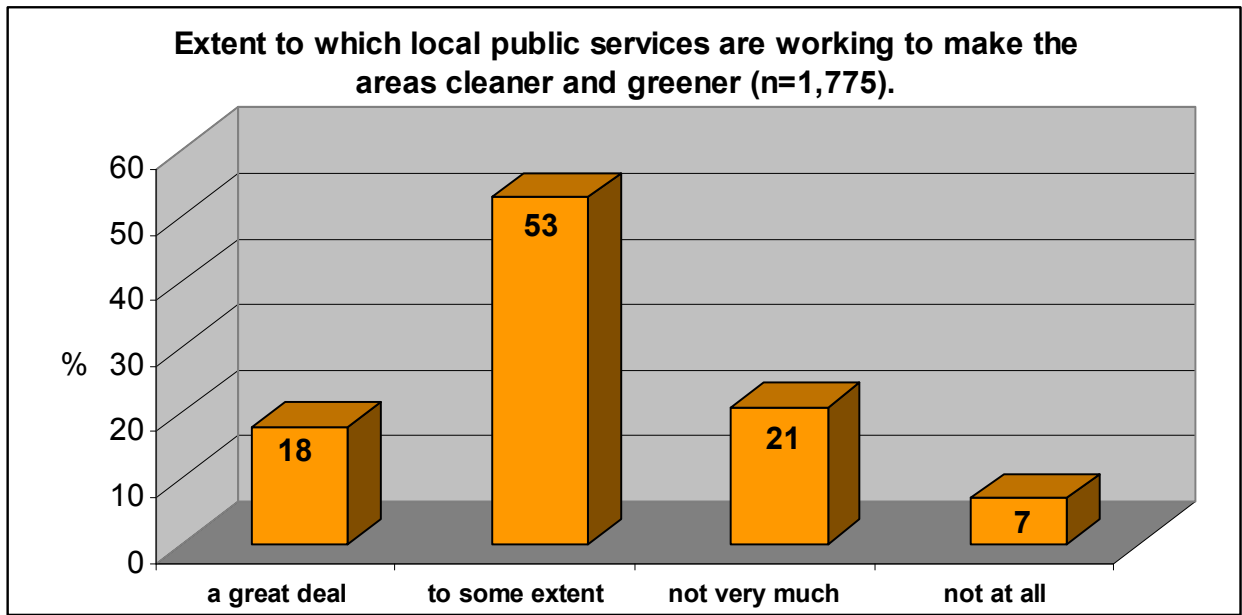


Figure 12 – Haringey resident’s satisfaction with local bus services.



Sustainability issues are also tested within the Place Survey through a broad assessment relating to local public services working to make Haringey greener and cleaner. Here, 71% of respondents agreed that local services were working to make Haringey greener and cleaner to some extent (53%) or a great deal (18%) (**Figure 13**).

Figure 13 – Haringey residents satisfaction with local public services making the areas greener and cleaner.



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Meeting: Better Places Partnership

Date: 1 December 2009

Report Title: Area Based Grant Funded Projects – Quarter Two Update

Report of: Adam Hunt, Executive Policy Development Officer

Purpose

This report highlights issues arising from quarter two of the programme of projects in receipt of ABG funding managed by the Better Places Partnership.

Summary

As shown in the attached traffic light report, all of the projects delivered by the Better Places Partnership have an overall traffic light status of green, and are expected to deliver against agreed outputs on budget within the financial year. The only exceptions or issues identified are:

Improving the urban environment – Amber for Timescales

This is due to a slight delay with implementing the Community Toilet Scheme. A new approach has been agreed and we are working with business and trade forums to implement this in January 2010.

Street Enforcement – Amber for Resources

Long term sick of officers may have an impact on service delivery and achievement of targets. Being managed through sickness policy, SMART working and OH referrals. Situation reviewed every month.

Community clear ups and recycling – Red for Issues

Recycling performance for 2009/10 is below target owing primarily to changes in the methodology for calculating the recycling rate, imposed by NLWA, including a new household/non-household waste split and application of an increased recycling contamination rate, as well as a significant reduction in reclaimed bulky refuse apportionment from NLWA. A Recycling Action Plan is in place, identifying activities, projects and services that will raise performance during 2009/10. Key to this are challenging the methodology imposed by NLWA for calculating the recycling rate and work with WRAP (the Waste & Resources Action Programme) to review the service and direct the communications strategy. Notwithstanding these actions, the 32% target remains extremely challenging.

Vulnerable Communities/ Voluntary and Education Sector Programme – Amber for Issues

Walk, Jog, Cycle officer has resigned. Plan to recruit to vacant post in qtr 3.

Recommendations

To note the current position across the programme of projects funded with ABG, to observe issues with delivery of targets arising in the exception commentary, and to continue to monitor action being taken to resolve issues.

For more information contact:

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Appendices

AGB Project Highlight Report (attached)

Project Highlight Report Period: July - Sept 2008

QUARTER 2 PROJECT HIGHLIGHT REPORT - BETTER PLACES

Projects	Project Manager	Monitoring Returned				Board Outcomes								RAG Status			Finances				Project Objectives/Target 09/10	Year to date	Comments				
		People at the Heart of Change	An Environmentally Sustainable Future	Economic Vitality and Prosperity Shared by All	Safer for All	Healthier People with a Better Quality of Life	Last Quarter	This Quarter	Timescale	Resources	Issues	Risks	Budget	Total Budget 07/08	Spend To Date	Budget Left to Spend											
Improving the Urban Environment	Michael McNichoas	No	✓																							All on target except for a slight delay with eth Community Toilet Scheme. New approach has been agreed and we are working with business and trade forums to implement this in January 2010. The budget appears to be underspent but in reality it is due to a time lag with invoices and payment	
Parks Cleansing	Lewis Taylor	Yes	✓																							To improve and sustain cleaning and cleansing standards across LBH To improve the standard of presentation of our Parks To improve resident perception and satisfaction with our Parks and Open Spaces	
Park Force	David Brown	Yes	✓																							Contract with Metropolitan Police was not returned by MPS until September '09. Consequently contract has only just been loaded by procurement. Payment for the first two quarters will be carried out by end of November.	
Street Enforcement	Rob Curtis	Yes	✓																							Resources: Long term sick of officers may have an impact on service delivery and achievement of targets. Being managed through sickness policy, SMART working and OH referrals. Situation reviewed every month.	

Project Highlight Report Period: July - Sept 2008

Projects	Project Manager	Monitoring Returned	Board Outcomes							RAG Status			Finances			Project Objectives/Target 09/10	Year to date	Comments		
			People at the Heart of Change	An Environmentally Sustainable Future	Economic Vitality and Prosperity Shared by All	Safer for All	Healthier People with a Better Quality of Life	Last Quarter	This Quarter	Timescale	Resources	Issues	Risks	Budget	Total Budget 07/08				Spend To Date	Budget Left to Spend
Accessible Transport	Tom Redfeam	Yes	✓															Contribute to an environmentally sustainable future through promoting the use of public and greener transport. Contribute to the improvement of Haringey's transport connections across the borough. Engage unemployed people in volunteering, training and employment Support older and disabled people to maintain and extend independent	On target	Vehicle usage hours and MIDAS training hours are behind Q2 target, but this has not affected the delivery of the project.
Greenest Borough Innovation Fund	Adam Hunt	N/A	✓															To develop partnership capacity to support the delivery of the GBS and to support the development of the priorities identified in the Greenest Borough Strategy	On target	The successful projects were agreed in September and the monies will be released in two tranches (December 2009 and March 2010) following agreement by the successful bidders of ABG Audit Guidelines and signing of contract agreement
<p>Note: Traffic light annotation is based on the following: Green Status- the project is on schedule to deliver agreed milestones/outcomes in line with the project plan Amber Status- the project has encountered some issues which could affect the delivery of outcomes within agreed time, cost and resources. Recovery action is underway, but has either not yet been approved or tested. Red Status- Delivery of outcomes within agreed time, cost and resources is not presently possible. The project may have stalled and requires urgent attention.</p>																				

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