



NOTICE OF MEETING

Scrutiny Review – Sustainable Transport

TUESDAY, 29TH SEPTEMBER, 2009 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Beacham, Mallett (Chair), Santry and Weber

AGENDA

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST.**

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgment of the public interest **and** if this interest affects their financial position or the financial position of a person or body as described in paragraph 8 of the Code of Conduct **and/or** if it relates to the determining of any approval, consent, licence, permission or registration in relation to them or any person or body described in paragraph 8 of the Code of Conduct.

3. **LATE ITEMS OF URGENT BUSINESS.**

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda items where they appear. New items will be dealt with at item 9 below.

4. INTRODUCTION TO REVIEW

By the Chair of the panel.

5. SCOPING REPORT (PAGES 1 - 36)

To receive a draft scoping report and terms of reference for panel discussion (Martin Bradford, Research Officer, Overview & Scrutiny)

6. SUSTAINABLE TRANSPORT PROVISION IN HARINGEY

To provide a background briefing on sustainable transport issues in Haringey (Joan Hancox, Sustainable Transport Manager)

7. FINANCE BRIEF (PAGES 37 - 114)

To receive an overview of the financing of sustainable transport provision in Haringey (Joan Hancox, Head of Sustainable Transport)

8. DATE OF FUTURE MEETINGS

To agree dates and times of future panel meetings.

9. URGENT BUSINESS

To receive late items of urgent business.

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**Scrutiny Review of Sustainable Transport
Provision (and the reduction of traffic
congestion) in Haringey**

**Scoping Report and Terms of
Reference**

September 2009

DRAFT

1. Introduction

- 1.1 A scrutiny review panel is a time limited 'task and finish' body which is established to conduct an in-depth review of an identified area of service provision. The review panel is made up of Non-Executive councillors, who report back conclusions and recommendations to the main Overview & Scrutiny Committee. In June 2009, Haringey Overview and Scrutiny Committee commissioned a review panel to conduct an in-depth review into how the authority can improve sustainable transport provision and reduce traffic congestion in the borough.
- 1.2 The following report provides a detailed scoping of issues pertaining to sustainable transport provision in the borough including the local strategic framework for the review, national, regional and local background data, an overview of current service provision and perceptions of local service provision. The report also contains the proposed terms of reference (section 8) and the planned processes through which the review may be conducted (section 9).
- 1.3 This scoping report is intended to inform discussions around the planned nature of the review and more specifically, the terms of reference which will guide the work of the panel. Once agreed by the review panel, the scoping report will be sent to the Overview & Scrutiny Committee for approval. It is anticipated that the review will commence in later September 2009 with a final report going to Overview & Scrutiny Committee in March 2010.

2. Defining sustainable transport and traffic congestion

- 2.1 Transport plays an integral role in society as it provides individuals with the mobility to make social and economic connections which form the fabric of community life. In short, transport allows individuals, and indeed communities, to access and participate in society. It is widely recognised however, that transport may not always be a benign concept, but may have a range of environmental, social and economic costs.
- 2.2 One of the most significant impacts of transport is on the environment. Not only does transport consume between 20-25% of world's energy, it is known to have considerable harmful effects through the discharge of carbon dioxide (CO₂) and other air pollutants.¹ Road transport in particular is a major contributor to localised air pollution, specifically PM₁₀ (from diesel engines) and nitrous dioxide (from petrol engines), which can have a detrimental effect on people's health.²
- 2.3 Aside from air pollution, there are other social costs attached to transport which can include road crashes, road accidents, noise pollution and a reduction in people's physical activity. Where there is a build-up of road traffic, roads may become congested which can precipitate significant

1 Transport Technologies and Policy Scenarios. World Energy Council (2007)

2 Haringey Borough Profile (haringey.gov.uk)

economic costs by delaying peoples' individual journeys and the transportation of goods and services. These environmental, social and economic impacts have precipitated moves to make transport more *sustainable*.

2.4 At this early juncture, it is important to define sustainable transport, convey the relativity of this concept and to distinguish between sustainable transport and a sustainable transport system. The term *sustainable transport* is that which describes the use of an individual mode of transport which has little or no environmental impact. That is, it must be possible to create the resources needed to build and fuel the mode of transport and to absorb the waste from its creation and use.

2.5 Within this definition, sustainable transport generally refers to cycling and, in particular, walking as these modes of transport require few resources to create and their environmental impact is negligible. The relativity of this concept should not be ignored however, for whilst walking and cycling may be the most sustainable methods of transport, other modes (e.g. rail and bus) may be more sustainable in comparison to other modes of transport (e.g. car) given the relative capacity and environmental impact of different transport modes.

2.6 It is also important to differentiate between sustainable transport and a sustainable transport system. A sustainable transport system is inevitably more holistic, which relates to broader issues around equity and affordability as well as environmental impact. A transport system can be seen as a system which:

- Meets the mobility needs of individuals, businesses and society mobility, recognises the impact on human health and the wider environment and promotes equity
- Is affordable, operates fairly and efficiently, offers a choice and supports a competitive economy
- Limits environmental emissions and waste, minimising the use renewable and non-renewable resources whilst minimizing the impact on land use and the generation of noise.³

3. Sustainable transport – an overview of national and regional data

Carbon dioxide emissions

3.1 Transport is a significant contributor to carbon dioxide emissions, gases which can contribute to climate change.⁴ In the UK, transport accounts for approximately 50% of carbon dioxide emissions, of which the single most important contributor is private car use: private car use is responsible for 55% all greenhouse gas emissions in the transport sector (**Figure 1**).⁵

3.2 Other forms of petrol and diesel vehicles such as heavy good vehicles (19%) and light goods vehicles (15%) are also significant contributors to carbon

3 (as quoted in) Williams, K Spatial Planning, Urban Form and Sustainable Transport, Gower 2005

4 Woodcock et al (2007) Energy and Transport The Lancet V:370; 9592 pp1078-1088

5 Towards a sustainable Transport System, Department of Transport, 2007.

dioxide emissions. Public transport as a whole (rail and buses) is relatively less polluting, and accounts for less than 6% of carbon dioxide emissions within the transport sector. Other common forms of transport, such as walking and cycling have a minimal impact on the environment.

3.3 Despite these environmental concerns however, and reductions recorded in other sectors, carbon dioxide emissions associated with transport have continued to rise: emissions from the transport sector rose by 47% in the period 1990-2002.⁶ In this context, there is a widespread acknowledgement that there is a need to encourage people to switch from private car use to other more sustainable modes of transport at international,⁷ national⁸ and regional policy levels.⁹

National Transport Data

3.4 Dependence on motor vehicles for transport is underscored by national transport and travel trends which demonstrate the dominance of the car as mode of transport. Data from the National Travel Survey has highlighted that: the proportion of households with access to a car has risen to 70%; that the proportion of trips undertaken by car account for 63% of all trips; and that travel by car accounts for 80% of total distance travelled.¹⁰

3.5 As a consequence of increased car usage, it is not surprising to record that this has had an impact on traffic volumes, traffic speeds and network congestion. National data indicates that: overall traffic volume has increased by 11%; that cars account for 79% of all traffic and, that the proportion of vehicles exceeding 30mph in built up areas has declined for all vehicle groups.¹¹ Although recent economic conditions would appear to have affected overall traffic volumes, this seems to have had little impact on overall vehicles flow or congestion.¹¹

3.6 Nationally, the use of public transport and other more sustainable modes of transport reveal some interesting patterns and associations. Highlights from the National Travel Survey include:

- Although **bus use** is the most common mode of public transport, just 28% of respondents use a bus at least weekly
- Although 58% of respondents **walked** for more than 20 minutes once a week, 25% indicated that they did this less than once a year or never
- Although 14% of respondents **cycled** at least once a week, this was far higher among u15s (45%) than adults (10%); cycle ownership falls from 89% among u15s to 49% among adults.¹⁰

Transport in London

3.7 Approximately 7.6 million people live and 4.7 million people work in the London region. It is estimated that currently about 30 million trips are made

6 National Statistics – Transport and the environment (statistics.gov.uk)

7 Europe at the crossroads: the need for sustainable transport. European Commission

8 Towards a sustainable Transport System, Department of Transport, 2007.

9 Mayors Transport Strategy (Statement of Intent) 2009

10 Transport Statistics Bulletin: The National Travel Survey (2008)

11 Road Statistics 2008: Traffic, speeds and Congestion - Statistical Bulletin Department of Transport

using a variety of transport methods in London each day, though with anticipated population growth, it is expected that an additional 4 million more trips will be made each day by 2025.¹² In London, not only are more people travelling, there is evidence to suggest that people are travelling further and making more complex journeys.¹³

- 3.8 Analysis of car ownership and access to a car in London is comparatively different to the rest of the UK. For in London 43% of households do not have access to a car compared to just 25% nationally, similarly just 16% of households in London have access to 2 cars compared to 32% nationally.¹⁴ This underlines the established relationship between the size of conurbation in which people live, the provision of public transport and car usage.
- 3.9 Although car ownership and access to a car maybe lower in London compared to other regions, the dominance of the car as the main mode of transport in the capital remains apparent. There is however a strong spatial variation between private car use and distance from the city centre: car use in outer London constitutes 56% of all trips, compared to 33% in inner London and just 13% in central London (**Figure 2**). Conversely, the use of both public transport and sustainable transport (walking and cycling) increases as journeys commence nearer to the city centre.
- 3.10 It is important to note the significance of outer London in terms of the spatial variation of travel, where it is recorded that 48% of all trips start and finish in outer London. It is also noted that individual trip rates are higher for people living in outer London than inner London and the distance travelled is also greater.¹³
- 3.11 Since 2000 however, there has been a substantial change in travel behaviour in London; most notably declining car usage accompanied by increased uptake of public transport. In the period 2000-2007, the proportion of journey stages made by public transport increased from 33% to 40% and an additional 7.5 billion km was travelled using public transport.¹³
- 3.12 Counter to national trends, traffic volume in London fell by 2% in the period 2000-2007. In central London in particular (due to the introduction of the congestion charge) traffic volume has fallen by 21%. The underlying the spatial relationship between traffic and geographic area is again highlighted within this data: where traffic in inner London fell by 5% and in outer London volume has remained the same. It should be noted that whilst traffic volume may have fallen, congestion across the capital as a whole has been increasing. This is borne out in the reduction of average traffic speeds by 14% at rush hour, 12% at off peak times and 9% at weekends.¹³
- 3.13 The number of cyclists on the road has increased by 91% in the period 2000-2007, however, cycling still accounts for a relatively small proportion of all trips (2%).¹³ Cycle patterns also vary widely across London: in inner London

12 Environment Report, Transport for London (2008)

13 Travel in London: key trends and developments Report No.1 Transport for London 2009

14 Transport Statistics Bulletin: The National Travel Survey (2008)

cycling accounts for 3% of all trips though in outer London the comparative figure is just 1%. There is also a wide variation in the modal share of cycling across individual London boroughs: the highest modal share is in Hackney, which is ten times greater than the borough with the lowest modal share for cycling.

- 3.14 Similar trends are seen for other sustainable methods of transport, such as walking, for whilst the absolute number of walking trips has increased across the capital, these still account for the same modal share of all trips (31%). In the period from 2005-2008, walking accounted for 36% of all trips in inner London, though in outer London this was just 28%. There is a strong relationship between distance travelled and walking as the main mode of transport in London: whilst 82% of all trips under 0.5km were made on foot, this fell to just 29% for trips between 0.5km and 2.0km.¹⁵

4. National Policy Framework

- 4.1 There are a number of strands to the legislative and policy framework which supports the development of sustainable transport. These can be seen as a number of policy drivers which include: climate change, managing the transport network and delivering sustainable transport.

Climate Change/ Air Quality

- 4.2 The UK is a signatory to the **1997 Kyoto Agreement** which aims to secure a worldwide reduction in greenhouse gases. Nationally the government has agreed to reduce greenhouse gas emissions by 60% (from 1990 levels) by 2050, which is over and above the minimum requirement of the Kyoto agreement.

- 4.3 The **Greater London Assembly Act (1999)** ensures that there is a legal obligation for the Mayor to have regard for climate change and to actively address the both its causes and consequences. It is noted however, that the Mayor's commitment of reducing greenhouse gas emissions exceeds the national target, by aiming to reduce carbon dioxide emissions in the capital 60% by 2025.¹⁶

- 4.4 Under the **GLA Act (1999)**, the Mayor is also required to publish a Statement on the Environment Report every four years. The Act states that the Mayor's State of the Environment Report must include information on air quality, air emissions and particular emissions from road traffic, road traffic levels or energy consumption and the emission of substances which contribute to climate change. The **Transport Act (2000)** also requires Local Authorities to provide a local transport plan which considers national climate change objectives

Managing the Transport Network

- 4.5 There is also legislation which places a responsibility on Local Authorities to manage local transport networks. Under the **Traffic Management Act (2004)**

¹⁵Walking in London, Transport for London (2008)

¹⁶ Environment Report, Transport fro London, (2008)

Local Authorities have a *new network management duty* in which they are required to proactively manage of the national and local road network in their area. Similarly, the **Transport Act (2008)** provides Local Authorities with greater powers to tackle congestion and improve local transport provision.

Sustainable transport

4.6 More specific guidance for sustainable transport provision is provided through national policy documents ***Towards a Sustainable Transport Strategy (2007)*** and its implementation plan, ***Delivering a Sustainable Transport Strategy (2008)***. The former was published in response to the Stern Review¹⁷ and the Eddington Study¹⁸ and provides a national framework for local and regional transport authorities to guide planning and delivery of more sustainable transport programmes.

4.7 The strategy highlights five goals which should underpin sustainable transport developments, which include:

- Support national competitiveness and growth – reliability, connectivity and resilience of the network are key objectives
- Tackle climate change – reduce greenhouse gas emissions, carbon dioxide and other harmful pollutants
- Improve safety, security and health – reducing the risk of death or injury from transport and promoting modes of transport which are beneficial to health
- Promote greater equality of opportunity – ensure participation for a fairer society
- Improve quality of life and promote a healthy natural environment

4.8 The strategy fully acknowledges that there will be tensions between the stated commitments, particularly those that support growth and the need to tackle climate change. The strategy is adamant that where such tensions exist (i.e. new infrastructure and impact on the environment), full and proper planning can overcome the majority of obstacles.

4.9 The importance of planning and land use in developing sustainable transport options has been recognised through the issuing of nationally planning guidance. **Planning Policy Guidance 13: Transport** recognises that planning can shape the nature, level, density and pattern of developments which may influence travel and patterns and behaviour. The guidance stipulates that there needs to be greater integration of planning and transport as national, regional and local levels, especially through:

- more sustainable choices for moving people and freight
- Promoting accessibility of jobs and leisure via public transport, walking and cycling
- Developing measures that reduce the need to travel (especially by car).

5. Regional context

¹⁷ The Stern Review was to assess the nature of the economic challenges of climate change and how they can be met, both in the UK and globally.

¹⁸ The Eddington study was to examine the links between transport and the UK's economic productivity, growth and stability, within the context of the UK's commitment to sustainable development.

5.1 Under Greater London Assembly Act (1999), responsibility for London's transport system was transferred to the Mayor of London. Whilst the Mayor retains strategic control, day to day management of the transport system rests with Transport for London (TfL). It is also the duty of the Mayor to produce an overarching plan for London (The London Plan) and a specific transport strategy, where implementation of the latter is delegated to TfL.

London Plan (2004)

5.2 This is the overarching plan for spatial development across London which covers all areas including economic growth, housing and transport. The London Plan should guide and inform all subsequent strategies from the Mayors Office and other development plans in Local Authorities (i.e. Core Strategies).

5.3 There are four sections within the London Plan which are of relevance to the scrutiny review of sustainable transport. These commit the Mayorality and its strategic partner to:

- **Develop sustainable transport (3C.3)** - encourage shifts to more sustainable modes; undertake appropriate demand management measures; promote greater use of low carbon technologies; improve public transport between local suburban town centres
- **Improving conditions for walking (3C.21)** - ensure that safe, convenient, accessible and direct pedestrian access from new developments to public transport nodes; undertake walking audits to ensure that existing pedestrian infrastructure is suitable; plan for improving the safety and security of the pedestrian environment; to identify, complete and promote high quality walking routes including the six strategic walking routes
- **Improving conditions for cycling (3C.22)** - identify and implement high quality, direct, cycling routes; identify, complete and promote the London Cycle Network Plus; encourage provision of sufficient, secure cycle parking facilities, encourage and improve safety for cycling.
- **Tackling congestion and reducing traffic (3C.17)** - reduce weekday traffic by 15 per cent in central London where congestion charging applies; achieve zero growth across the rest of inner London; reduce growth in outer London by a third, and seek zero growth in outer London town centres.

5.4 The London Plan also establishes **5 radial sub regions** which will have transport planning functions. The aim of these regions is to develop more localised cooperation in the planning of larger cross border transport initiatives. The five areas are north, north west, north east, south east and south west. Haringey is located in the north sub region along with LB of Enfield, Barnet, Camden, Islington, Hackney and Westminster.

5.5 At this juncture, it should be noted that the Mayor has established an Outer London Commission to investigate how outer London region can contribute to London's development. Initial findings stress the importance of sub regional development and of orbital movement in outer London. It is likely that the

findings of the commission will be influential in reshaping the London Plan and subsequent drafts of the Mayors Transport Strategy.

Mayors Transport Strategy (2009)

5.6 The new Mayor is in the process of producing a new transport strategy for London for which an initial public consultation has already taken place. A strategic overview of the development of the new Mayors Transport Strategy is detailed below, where it is noted that a finalised strategy is not expected until March 2010.

- Way to Go - initial public consultation (November 2008)
- Statement of Intent - draft Mayors Transport Strategy (May 2009)
- Public consultation on draft strategy (Sep 2009)
- Final Mayors Transport Strategy (spring 2010)

5.7 The Statement of Intent provides an initial framework for developing the new Mayors Transport Strategy. This highlights key challenges that face London's transport system and outlines a number of potential policy proposals. The strategy proposes 5 high level outcomes for London's transport system which includes:

- **Economic development and growth** – supporting population and employment growth, the need for sub-regional development, delivering efficient and effective transport system.
- **Improved quality of life** – journey experience, improve the built environment, improve air quality, reduce impact of noise, connect communities and promote health.
- **Improved safety and security** – essential to remove perceived barriers, particularly in use of more sustainable methods of transport such as walking and cycling.
- **Improved transport opportunities for all** – poor networks can exacerbate deprivation by reducing opportunities for economic, educational or social development.
- **Tackle climate change** - to reduce emissions by 60% from 1990 levels where ground transport emissions account for 22% of emissions.

5.8 In respect of sustainable transport provision the Statement of Intent makes a number of high profile commitments which include:

- **Improving passenger information:** fleet wide introduction of iBus technology (next station announcer, countdown etc)
- **Improving uptake of cycling:** develop London cycle hire scheme, develop 12 cycle superhighways, increase bike security and prioritising of bikes on high volume routes.
- **Improving uptake of walking:** establish key walking routes with boroughs, make crossings easier, conduct street audits and provide better information.
- **Improving uptake of electric vehicles:** 25,000 charging points by 2015, fleet conversion, 100% discount from congestion charge.

5.9 The publication of the Statement of Intent has attracted considerable comment from key regional stakeholders and interest groups including the Greater London Assembly, London Councils, Living Streets and Campaign for

Better Transport. Analysis of these responses has highlighted a number of broad similarities in respect of sustainable transport which can be summarised as thus:

- There is insufficient commitment to encourage a shift to more sustainable methods of transport^{19, 20, 21}
- The development of cycle superhighways will increase cycle traffic in to the centre of London when 70% of the potential increase for cycling is in outer London¹⁹
- There should be more emphasis on smarter travel initiatives and those which encourage behavioural change¹⁹
- There is not enough emphasis on improving the pedestrian environment to encourage walking
- There needs to be further recognition of the benefits of active travel (walking and cycling) and how these can support other strategies and priorities (i.e. well being)
- There is a needs to be greater focus on developing more localised travel plans and sustainable travel solutions²².

Local Implementation Plans (LIP)

5.10 The process through which implementation of the Mayors Transport Strategy is achieved at the borough level is through the production of Local Implementation Plans (LIP). Under the Greater London Authority Act (1999) each London borough must produce a LIP, which details how it intends to put the Mayors Transport Strategy in to effect. The LIP must be consistent with the aims and objectives of the Mayors Transport Strategy and reflect local priorities established within local Sustainable Community Strategies. The publication of the new Mayors Transport Strategy triggers the development of new LIPs.

5.11 The nature and content of the LIP is largely determined by guidance issued through TfL. Under the Traffic Management Act (2004), boroughs have a network management duty to all road users and pedestrians, and thus must consult with relevant local agencies and interest groups in preparation of the LIP. Boroughs are also required to conduct a Strategic Environmental Assessment (SEA) and Equalities Impact Assessment of proposals detailed within the LIP.

5.12 There are a number of planned reforms to the LIP for 2010/2011 and the funding streams which underpin it, these are designed to reduce bureaucracy, increase local flexibility as to how funds are spent and provide greater certainty of future funding. Most significantly, the current 21 funding streams will be simplified to 5 broader programmes: maintenance (road renewal), corridors (e.g. bus priority, cycle network), neighbourhoods (e.g. 20mph zones, regeneration) smarter travel (e.g. travel plans, travel awareness) and major schemes (e.g. station access, town centres). Full details of the new funding streams are contained in **Table 1**.

¹⁹ Greater London Assembly, response to Mayors Transport Strategy, 2009

²⁰ Living Streets, response to Mayors Transport Strategy, 2009

²¹ London Councils, response to Mayors Transport Strategy, 2009

²² Campaign for Better Transport, response to Mayors Transport Strategy, 2009

- 5.13 In addition to simplified funding arrangements, each borough will be allocated £100k to spend as they choose, a greater proportion of funding will notified in advance to bring greater certainty and there will no longer be a requirement to produce an annual progress report. In this context, boroughs will have greater discretion as to how they use funding provided by TfL and to determine how local spending plans will meet local needs (so long as these conform to the Mayors overarching Transport Strategy).
- 5.14 Approximately £160m is allocated through the LIP each year by TfL. Analysis of funding provided to Haringey through the LIP from 2004/5-2009/2010 demonstrates that absolute funding has ranged from £3.4m to £5.4m with the overall share of funding varying from 2.5-3.9% of the total allocation to London boroughs (**Figure 3**).
- 5.15 The funding allocation to through the new formula to Haringey for 2010/2011 is £2.807m. A more detailed list of the funding allocation in accordance with the five new funding streams is given below:

Corridor funding	£1.341m
Neighbourhood funding	£1.068m
Smarter travel	£0.268m
Local choice	£0.100m
Total	£2.807m

6. Transport in Haringey

6.1 The following section provides more localised data about the nature of transport in Haringey and in particular, an overview of current sustainable transport provision. The following sections also present data from public consultations about transport related issues which have been collected from local residents.

Transport infrastructure

6.2 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). Approximately 40 bus routes run through Haringey, of which all but 7 are high frequency routes. One overland rail line runs across the borough (Barking-Gospel Oak line) which has three stations.

6.3 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).²³

- 6.4 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**).
- 6.5 Air Quality indicators suggest particulate matter 10 (PM10) from petrol diesel engines and nitrous dioxide NO2 (from petrol engines) are problematic within the borough. High levels of these air pollutants are found adjacent to main road arteries (especially in Tottenham Hale). In 2005, Haringey emitted 1118 kilo tonnes of CO2, of which 290 kilo tonnes (26%) were attributable to transport usage. Haringey is the fifth lowest London borough in terms of per capita emissions (tonnes per capita) and the eleventh lowest of road transport emissions in London.²⁴

Sustainable Transport

- 6.6 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**.
- 6.7 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.
- 6.8 Haringey performs less for cycling 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%. (**ref**)
- 6.9 A summary of some of the recent developments in sustainable transport provision is given below:

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

24 Haringey borough profile (haringey.gov.uk)

- 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).

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

6.10 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

6.11 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.

6.12 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**).

6.13 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**).

6.14 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.

- 6.15 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**).
- 6.16 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**).
- 6.17 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**).

Road to Improvement consultation

- 6.18 A consultation specifically on transport issues was conducted among local residents by the Council in 2007. This sought to ascertain local transport priorities which were to be funded through the Highways Improvement Plan. Almost 3,500 responses (via website and postcards) were received to this consultation which was conducted between June and September 2007.
- 6.19 This consultation concluded that road (43%) and pavement (41%) repairs were the top priorities for transport improvement among local residents (**Figure 14**). Efforts to improve traffic congestion in the borough was also seen as local priority, especially measures to improve bus route congestion (27%) and traffic congestion pinch points (24%). Sustainable transport issues also figured highly in local residents priorities for improvement including more cycle pathways (26%) efforts to improve walking facilities such as pedestrian crossings (22%) and other road safety improvements (19%).
- 6.20 The consultation revealed broad geographic variances for different sustainable transport priorities: demand for cycling pathways was highest in Harringay, Stroud Green, Hornsey, Muswell Hill and St Ann's wards. Bus route congestion was a high priority issue in Harringay, Muswell Hill, Noel Park, St Ann's, Tottenham Hale and West Green wards. Traffic congestion pinch points were seen as a particular priority in Seven Sisters, Crouch End and Alexandra wards.

National Highways and Transport – Public Satisfaction Survey

- 6.21 This is a an assessment of public satisfaction with transport issues which was conducted among 77 local authorities, including Haringey and seven other London boroughs (Hackney, Islington, Lambeth, Redbridge, Tower Hamlets,

and RBKC & Waltham Forest,). The survey measures public satisfaction with transport accessibility, public transport provision, walking and cycling. The survey was conducted in the summer of 2009 and is anticipated provide useful benchmarking data to demonstrate the comparative performance of the LB Haringey. The sustainable transport service is expected to publish this data in the autumn of 2009.

7. Local Strategic Framework

7.1 The provision of sustainable transport and the reduction of traffic congestion both figure prominently in a number of key strategies and policy documents within Haringey. From this documentation, it is possible to identify a number of areas where the review may potentially contribute to help support local policy objectives and achieve local targets.

Sustainable Community Strategy (2007-2016)

7.2 The Sustainable Community Strategy (SCS) is the overarching plan of the Haringey Strategic Partnership which details how the Council and its partners will tackle broad community wide issues. The SCS is based on a wide community consultation process and provides a ten year vision for Haringey. Key priorities embedded within the SCS include the need for local action to tackle climate change and ensure that Haringey has an 'environmentally sustainable future'.²⁵

7.3 The SCS acknowledges that encouraging the use of more sustainable forms of transport, such cycling and walking, will be an important factor to help achieve these priorities. In addition to improving the transport infrastructure and local transport services, the SCS contains an explicit commitment to promote sustainable transport through improving local bus routes, extending cycle lane provision and promoting on street car-clubs.

Local Area Agreement (2007-2010)

7.4 The Local Area Agreement (LAA) sets out a range of targets for the Council and its partners in delivering the key priorities and objectives of the SCS. There are 80 indicators in Haringey which are made up of statutory (n=16), national (n=35) and local (n=16) targets.

7.5 **Table 2** demonstrates that there are three targets within the LAA which, directly or indirectly, could be affected by improved sustainable transport provision. It should be noted that some of these targets (such as access to services via public transport) are still being developed with external agencies.²⁶

Council Plan (2009/2010)

7.6 The Council Plan details the Councils own priorities and commitments within the SCS. The Council Plan for 2009/10 reaffirms the Council's commitment to making Haringey one of the greenest boroughs; working to reduce

²⁵ Haringey's Sustainable Community Strategy. Haringey Strategic Partnership

²⁶ NI 175 (Access to services and facilities by public transport) is being developed by Transport for London.

environmental impact of services and promoting greater sustainability in the way local resources are used.

- 7.7 Promoting sustainable transport and reducing traffic congestion are given as two key priorities within the Council plan to help make Haringey one of the greenest boroughs. Planned actions for 2009/10 include the development of the Transport Strategy, activities to extend the travel awareness programme and further work to develop school and work place travel plans. A summary of key actions to promote sustainable transport and reduce traffic congestion are contained in **Table 3**.

Greenest Borough Strategy (2008-2018)

- 7.8 This is a strategy of the Haringey Strategic Partnership which sets out local priorities and actions to tackle climate change, protect the natural environment and develop more sustainable approaches to the use of local resources. There are 7 priorities within the strategy:

- Improving the urban environment
- Protecting the natural environment
- Managing environmental resources efficiently
- Raising awareness and involvement
- Leading by example
- Ensuring sustainable design and construction
- Promoting sustainable travel

- 7.9 Of particular interest to this scrutiny review is priority 6: the promotion of sustainable travel. To help achieve this priority, the strategy identifies four key objectives (a more detailed description of these objectives and component actions is provided in **Table 4**):

- Reduce car and lorry travel in the borough
- Improve public and community transport
- Encourage more people to walk and cycle
- Reduce the environmental impact of transport

- 7.10 It is noted that the strategy concludes that in order for the borough to meet a 60% target for carbon reduction, it will be necessary to deliver initiatives that promote behavioural change to encourage a modal shift from car usage to more sustainable methods of transport.

Core Strategy (2011-2026)

- 7.11 The planning principles laid out within the Core Strategy are aligned to the Sustainable Community Strategy and provide the overarching planning guide for development and land use within Haringey. The Core Strategy details 12 policy proposals which describe how the borough will manage issues of housing, climate change, transport, employment, leisure, retail, open space, and design up until 2026. Public consultation on this document was recently completed (June 2009).

- 7.12 In relation to transport (or movement as it is specified in this document) the proposed planning policy guidelines indicates that these should support economic regeneration, improve security, reduce car dependency, combat

climate change and improve environmental quality. To do this the Council will:

- Promote public transport, cycling and walking
- Integrate transport planning and land use planning to reduce the need to travel
- Promote improvements to public transport interchanges
- Locate trip generating developments (i.e. supermarkets) in locations with good public transport
- Support measure to influence behavioral change.

Comprehensive Area Assessment (2009)

7.13 Comprehensive Area Assessment (CAA) is the new process in which local public services are assessed. The emphasis of assessments within the CAA process is on broad public perceptions of the quality of life in an area rather than on the nature and quality of services provided. As part of the assessment process, the local strategic partnership is required to submit an annual self assessment of its performance against agreed local priorities.

7.14 It is envisaged that there will be two-way relationship between the CAA and overview and scrutiny, where local in-depth scrutiny reviews may provide evidence for the completion of the local self assessments, while the CAA may assist local scrutiny committees identify and prioritise issues to investigate. The current self-assessment has highlighted that one of the key challenges for Haringey is to meet a local target of 0% traffic growth and encourage more sustainable methods of travel (as also specified in the London Plan).

Local Implementation Plan (2006)

7.15 Each London borough produces a Local Implementation Plan (LIP) to demonstrate how their local transport plans and programme will contribute to the implementation of key priorities set out by the Mayor and reflect the transport needs and aspirations of local people. The current Local Implementation Plan in Haringey was prepared in 2006, which is supplemented by annual funding submissions to TfL. The current funding application through the LIP has been agreed as set out in 5.15.

8. Terms of reference (aims and objectives)

8.1 The terms of reference fulfil a number of functions for the review through: providing purpose and structure to the review process; helping to develop a common understanding of the scope of the review among stakeholders, and; creating a framework around which future decisions are made. The terms of reference are also critical in establishing the questions that the review will seek to address and that appropriate methods to be used to collect the necessary data.

Potential contribution of the scrutiny review

8.2 Analysis of the strategic framework for the review has already established that the provision of sustainable transport is a key local priority which figures prominently in local strategies and policy documents (**see 7**). Furthermore, local survey data has demonstrated that transport issues resonate strongly

among local people, particularly around the environmental impact of traffic congestion, access to public transport and the broader climate change agenda. This would infer that scrutiny process may assist in meeting local strategic objectives *and* the expectations of local people.

8.3 The Mayors Transport Strategy statement of intent was published in the spring of 2009 with the final strategy due to be published in the autumn of this year. As a result of the new mayoral strategy, London Authorities will be required to develop a new Local Implementation Plan (see 5.10-5.15). Although guidance is currently being prepared, Local Authorities will be expected to begin formal strategy preparation in March 2010. In this context, the scrutiny review can be seen to be timely, as the review process may help to inform strategy development process and influence commitments to sustainable transport provision contained within the final local strategy.

8.4 As has been described earlier, the CAA is the new process through which local public services will be assessed. Given the interrelationship between scrutiny reviews and the CAA self assessment process, it will be important that this review assists this process through providing appropriate evidence. In addition to providing evidence on local priorities (sustainable travel), the CAA has also developed a framework which will guide scrutiny review assessment processes (**Table 5**).

The focus on sustainable travel and behavioural change

8.5 The precise wording from Overview & Scrutiny Committee in respect of this review was to assess: *what actions are being taken / considered to encourage sustainable travel and to reduce traffic congestion?* It is suggested that the promotion of sustainable travel initiatives and reduction of traffic congestion are inextricably linked, thus for brevity, the Panel may wish to consider that the review (in titular form at least) focuses on sustainable transport provision.

8.6 Given the scope and range of sustainable transport issues, it is evident that the panel should consider a tighter focus for the review to that prescribed by Overview & Scrutiny Committee. In preparing the background data for this report, it is evident that there is a growing body of evidence to suggest that the many successful interventions to encourage greater uptake of sustainable travel have been underpinned by models of behavioural change (e.g. social marketing, population segmentation). This has been reflected in the following proposal for the aim and objectives of this review.

Aim of the review

8.7 It is proposed that the review has the following overarching aim:

'To to ascertain how the use of sustainable methods of transport may be increased and traffic congestion reduced within Haringey.'

Review objectives:

8.8 Within the overall aim of the review, it is proposed that there are a number of component objectives. It is proposed that the review consider the following objectives:

1. Describe and assess the nature and level of traffic congestion and current sustainable transport provision in Haringey.
2. Consider the effectiveness of current sustainable transport service provision in relation to meeting local strategic and policy objectives (i.e. Sustainable Community Strategy, Greenest Borough Strategy).
3. Assess whether sustainable transport service provision achieves value for money through ascertaining whether: costs are commensurate with performance, outcomes and delivery and compare well against other boroughs.
4. Assess the role of behavioural change models in encouraging greater uptake of sustainable transport in Haringey and their potential contribution to local objectives and policy commitments.
5. Review how partnerships and collaborations can support local policy objectives for promoting sustainable travel, particularly in relation to developing local programmes that support a behavioural change approach.
6. Examine how the development of sustainable travel initiatives (and particularly those of utilise behavioural change approaches) impact on local equalities issues.
7. Evaluate policy, performance and practice data from other London boroughs (and sustainable travel towns) to identify good practice and improved ways of working to promote further use of sustainable transport options in Haringey.
8. To assess how sustainable transport policies link to other Council strategies and consider how sustainable travel may contribute to policies and programmes within the broader Haringey Strategic Partnership (i.e. active travel and well being agenda).
9. Ensure that the scrutiny review process contributes to the development of the Local Implementation Plan and that subsequent conclusions recommendations and conclusions guide and inform commitments to sustainable transport provision contained within this local strategy.
10. Ensure that the scrutiny review process generates relevant evidence that will contribute to ongoing assessments made within the Comprehensive Area Assessment.

9.0 Review Methods

Review Panel

- 9.1 A review panel of four backbench Members has been convened to conduct the scrutiny review. Members of the review panel have been confirmed as Cllr Beacham, Cllr Mallet (Chair), Cllr Santry & Cllr Weber.

Panel Meetings

- 9.2 The review will use a range of investigative methods to ensure that Members have access to the necessary evidence to assist them in their assessment of sustainable transport provision in Haringey. A series of panel meetings will be held to approve the aims of the review, to receive oral and written evidence, oversee project progression and formulate conclusions and recommendations. Panel meetings will occur at approximately four week intervals (or as agreed by the panel).

- 9.3 It is proposed that approximately 5 panel meetings will be held from September 2009 through to January 2010. In addition to meetings to initiate and conclude the review, it is anticipated that panel meetings will focus on particular themes or topics to inform the data gathering process. It is suggested that four evidence sessions be held to consider the following issues:

- How can sustainable travel contribute to local strategies and priorities?
- How do national and regional policies shape local sustainable transport plans?
- What can be learnt from the experience of other London boroughs or sustainable travel towns?
- What are the aspirations and priorities for sustainable transport of local community groups and residents?

- 9.4 A number of key informants have been identified and approached to participate within the review including Haringey Council Officers, representatives from Transport for London and Department of Transport. A plan of the proposed meeting structure, including possible informants to the review process, is contained in **Table 6**.

Assessing internal and external data sources

- 9.5 A range of information from a variety sources will be used to help meet the review objectives. The review will assess the implications for sustainable transport of key local strategies such as the Sustainable Community Strategy, Greenest Borough Strategy, Council Plan and the Core Strategy. In addition, the sustainable transport service will provide financial, operational and evaluative data to assist panel members in their deliberations of sustainable transport issues.

- 9.6 The review will aim to draw on external research, policies and other service data where this is felt to assist to review process. Comparative data from other boroughs may also be used to help panel members identify good practice, benchmark local sustainable transport service provision and identify local priorities for service improvement.

Visits to other Local Authorities

9.7 It is proposed that panel members undertake a number of planned visits to gain a practical insight in to sustainable travel initiatives in other Local Authorities. From a London perspective there are a number of possible options including the London Borough of Sutton (Smarter Travel borough), London Borough of Islington (the recent recipient of national sustainable travel award) or London Borough of Southwark (for developments made to improve walking).

9.8 The panel may also wish to consider visiting the one of the sustainable travel demonstration towns. Peterborough being the nearest, has confirmed that this is possible, and would welcome a visit by Panel members. Transport initiatives developed in these towns have been in operation since 2004, have been systematically evaluated and shown to be effective in reducing car usage and developing uptake of more sustainable modes of travel. All visits will be organised at the direction of panel Members and in consultation with the respective services and authorities involved.

Background briefing reports

9.9 It is proposed that background briefing reports on relevant meeting topics will be prepared and circulated to the panel before each meeting. It is hoped that these themed reports will assist the panel in their deliberations on particular aspects for the review. It is planned that background briefing reports will coincide with planned evidence sessions and focus on the following themes:

- Sustainable transport - national and regional data
- Using behavioural change to support sustainable travel
- Evidence other boroughs/ sustainable transport demonstration towns
- Local evidence for sustainable transport provision

Community / Public Involvement

9.10 Community and public involvement is an integral part of the scrutiny process through helping to maintain local accountability. All scrutiny meetings are held in public at which, at the discretion of the Chair, local residents and community groups may also participate. To facilitate local community participation, it is proposed that a number of the planned panel meetings are held at different community venues across the borough.

9.11 To facilitate further community involvement, it is proposed that one panel meeting will be held to coincide with the newly established Haringey Transport Forum, a consultative group made up of local community groups and local residents. This will provide a further opportunity for local community group representatives and local residents to discuss sustainable transport issues with the panel.

Independent Expert Advice

9.12 The Panel may wish to consider if their work would be assisted by the provision of independent expert advice which could “add value” to the review through:

- Giving evidence to the Panel
- Impartially evaluating current practice, providing advice on successful approaches and strategies that are being employed elsewhere
- Suggesting possible lines of inquiry
- Commenting on the final report and, in particular, the feasibility of draft recommendations.

Timescale

- 9.13 The effectiveness of the review in influencing sustainable transport provision within the local transport policy will, to some extent, be dependent on the timing of the final report. In order to maximise the influence of the review, it is suggested that the review aims to finish its work by February/March 2010 to coincide with the drafting of the new Local Implementation Plan (the local transport strategy).
- 9.14 An outline of projected milestones and timescales for the review is detailed in **Table 7**, which proposed completion dates for the scoping report (September 2009), review visits (December 2009) and panel meetings (February 2010). This is a preliminary guide to the work of the panel, and is subject to discussion and agreement of planned review objectives (set out in 8.0).

10. Equalities and community cohesion issues

- 10.1 Access to safe and reliable forms of transport is central to an individual's perception of mobility and their subsequent ability to access services and to participate in the communities in which people live. Particular consideration should be given to equalities groups, who may have specific transport needs or face particular barriers in accessing transport services or individual modes of transport.
- 10.2 As part of the LIP preparation process, the Local Authority is required to undertake widespread consultation within the community, and conduct an Equalities Impact Assessment of the proposals contained within it.

Appendix A – Tables

Table 1 – Proposed funding stream changes to the Local Implementation Plan

Current Programme	Borough Proposals for 2010/2011
Bridge strengthening & Assessment	Maintenance Continue to allocate on the basis of the condition survey information
Principal Road Renewal	
Bus priority	Corridors Change to formula and allocate over 3 years
Bus Stop Accessibility	
London Cycle Network Plus	
Cycling - local	
Walking	
Local safety schemes	
20mph Zones	Neighbourhoods Change to formula and allocate over 3 years
Freight	
Regeneration	
Environment	
Accessibility	
Controlled Parking Zones	
School Travel Plans	Smarter Travel Change to formula and allocate over three years
Travel Awareness	
Education, Training & Publicity	
Workplace Travel Plans	
Station Access	Major Schemes Continue to use step process but only for schemes over £1m
Streets for People	
Town Centres	

Table 2 – Local Area Agreement (2007/10) - Relevant Targets

Target	Sustainable Community Strategy Priority	Baseline	Target		
			08/09	09/10	10/11
NI 175 – Access to services and facilities by public transport (and other specified modes)	Environmentally sustainable future	TBC	TBC	TBC	TBC
R186 – Per capita CO2 emissions in the LA area.	Environmentally sustainable future	4.9 tonnes per cap (2005)	-3.6% (0.18 tonnes per capita)	-7.4% (0.36 tonnes per capita)	-11% (0.54 tonnes per capita)
NI 119 – Self reported measure of people overall health and well being.	Healthier people with a better quality of life	80%		80%	80%

Table 3 – Council Plan (2009/10) - Key priorities

Outcome	Key actions	National Indicator
Promoting safe and sustainable travel	<ul style="list-style-type: none"> ▪ Develop Transport Strategy ▪ Deliver Sustainable Transport Works Plan 	<p>47: People killed or seriously injured in road traffic accidents</p> <p>48: Children killed or seriously injured in road traffic accidents (6% 2009/2010)</p>
Reduce traffic congestion	<ul style="list-style-type: none"> ▪ Travel awareness programme: Walk to Work Week, Bike Week, Green Fair, Car Free Day ▪ Develop more individual packages for schools based on school travel plans 	<p>175: Access to services and facilities by public transport, walking and cycling (TfL indicator, no data as yet).</p> <p>176: Working age people with access to employment by public transport (TfL indicator, no data as yet).</p> <p>198: Children travelling to school by car: primary and secondary 18% and 4.7% (2009/10)</p>

Table 4 – Greenest Borough Strategy (2008/18) – Priority 6 Sustainable Transport

Objectives	Key actions	National Indicators/ measures
Reduce car and lorry travel in the borough	<ul style="list-style-type: none"> ▪ Increase bays for car clubs ▪ Promote car clubs ▪ Establish freight partnership to help local businesses reduce ▪ Events to promote alternatives to the car 	<p>NI47: People killed or seriously injured in road traffic accidents</p> <p>NI 48: Children killed or seriously injured in road traffic accidents (6% 2009/2010)</p>
Improve public and community transport	<ul style="list-style-type: none"> ▪ Work with TfL to encourage modal shift ▪ Work with schools to improve safety and encourage more walking and cycling ▪ Improve bus routes (esp. east /west) ▪ Further develop community transport 	<p>NI 167: Congestion average time per mil during morning peak</p> <p>NI 175: Access to services and facilities by public transport, walking and cycling (TfL indicator, no data as yet).</p> <p>NI 176: Working age people with access to employment by public transport (TfL indicator, no data as yet).</p>
Encourage more people to walk and cycle	<ul style="list-style-type: none"> ▪ Develop greenways to encourage walking and cycling ▪ Improve footways ▪ Complete London Cycle Network plus routes ▪ Expand 20mph and Homezones ▪ Improve secure cycle parking 	<p>NI 198: Children travelling to school by car: primary and secondary 18% and 4.7% (2009/10)</p> <p>Reduction of staff travelling to work by car (%)</p>
Reduce the environmental impact of transport	<ul style="list-style-type: none"> ▪ Feasibility study for on street electrical charging points ▪ Encourage use of cleaner fuels 	<p>No. of new developments with green travel plans</p> <p>No. of 20mph zones</p> <p>Modal shift from car (%)</p>

Table 5 - Ways in which Overview and Scrutiny can provide evidence to assist the Comprehensive Area Assessment process.

To provide positive evidence to the assessment process, it is essential that in each scrutiny review the following issues are addressed:

- How has the community been involved/ consulted on the service provision?
- What is provided?
- Why and for what purpose?
- Does it fulfil its purpose if not why not?
- Is it cost- effective, i.e. does what is provided offer value for money?
- Are there any gaps or duplications in service provision?
- Are there any other improvements that could be made?
- What are the prospects for future improvement?

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Table 6 – Proposed structure of review meetings

	Aims	Possible Invitees
Meeting 1 29th September 2009	Initiation of the review <ul style="list-style-type: none"> ▪ Current sustainable transport provision. ▪ Receive scoping report and terms of reference ▪ Confirm review aims & objectives ▪ Appoint Independent Adviser? ▪ Agree dates of future meetings 	Joan Hancox, Head of Sustainable Transport, London Borough of Haringey
Meeting 2 TBC October 200	Evidence Session 1 Strategic framework for the review: how can sustainable transport contribute to other strategies and policies? <ul style="list-style-type: none"> ▪ Executive ▪ Greenest Borough Strategy ▪ The core strategy ▪ NHS initiatives 	<ul style="list-style-type: none"> ▪ Lead Member for Environment? ▪ Group Manager, Planning Policy? ▪ Programme Manager, Better Haringey? ▪ NHS Haringey** ▪ Independent adviser
Meeting 3 TBC November 2009	Evidence session 2 National and regional developments in sustainable transport/ travel? <ul style="list-style-type: none"> ▪ The Mayors Transport Strategy ▪ Future Local Implementation Plans (LIP) 	<ul style="list-style-type: none"> ▪ Sustainable Travel Unit, Dept. of Transport* ▪ Head of Core Delivery, Smarter Travel Transport for London* ▪ Greenways Manager, Sustrans* ▪ London Coordinator, Campaign for Better Transport*
Meeting 4 TBC December 2009	Evidence session 3 Assessing the evidence from other Local Authorities? <ul style="list-style-type: none"> ▪ What's happening in London? ▪ What can be learnt from Sustainable Travel Towns? 	<ul style="list-style-type: none"> ▪ Sutton Smarter Travel** ▪ LB Islington** ▪ Evidence/ visit Peterborough City Council?* ▪ LB Southwark **
Meeting 5 TBC January 2010	Evidence session 4 What are the local priorities for the development of sustainable travel? What would local residents, community groups and voluntary sector want to see developed?	<ul style="list-style-type: none"> ▪ London Travelwatch** ▪ Living Streets* ▪ Meeting to be held to coincide with Haringey Transport Forum* ▪ Other local residents groups**
Meeting 6 TBC	Formulation of conclusions and recommendations <ul style="list-style-type: none"> ▪ Collate evidence from review ▪ Consider draft report 	

* Confirmed ** Awaiting confirmation

Table 7 - Estimated project timeline

	July 09	Aug.	Sept	Oct.	Nov.	Dec.	Jan. 10	Feb.	Mar.	Apr.
Scoping										
Meetings			1	2	3	4	5	6		
Visits										
Reporting										
Scrutiny Committee										
Cabinet										

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Appendix B - Charts

Figure 1 - National contribution of greenhouse gas emissions from domestic transport use (Towards a sustainable Transport System, DT, 2007).

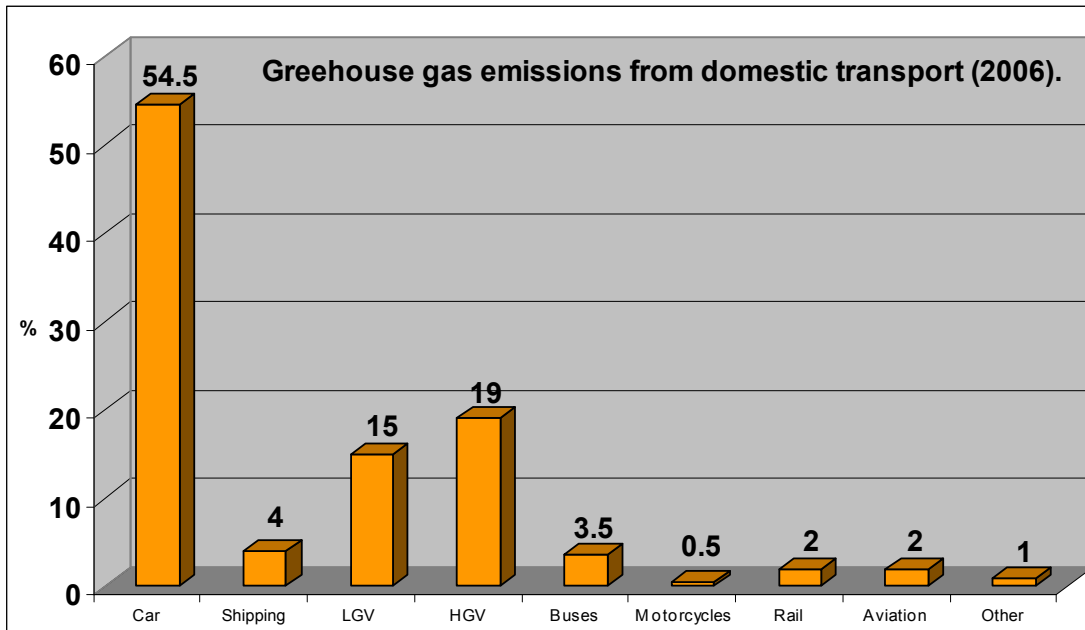


Figure 2 – Mode of transport across London regions (2008) (source: tfl.gov.uk)

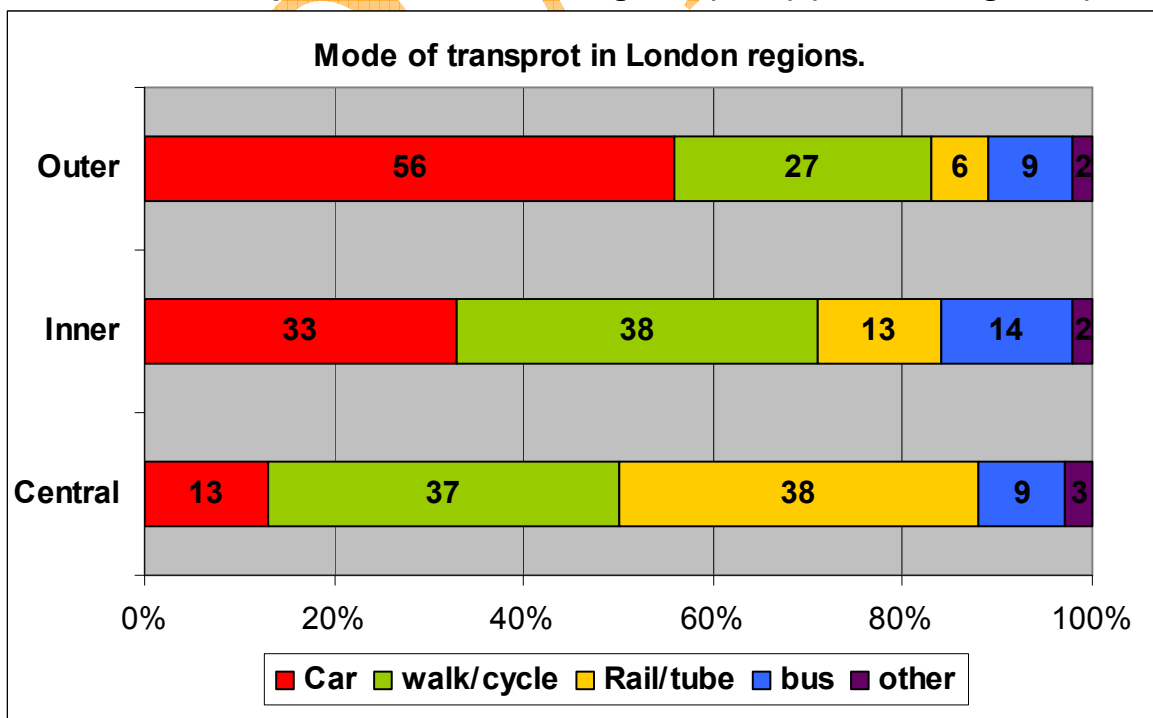


Figure 3 – Haringey Local Implementation funding 2004/5 – 2010/11

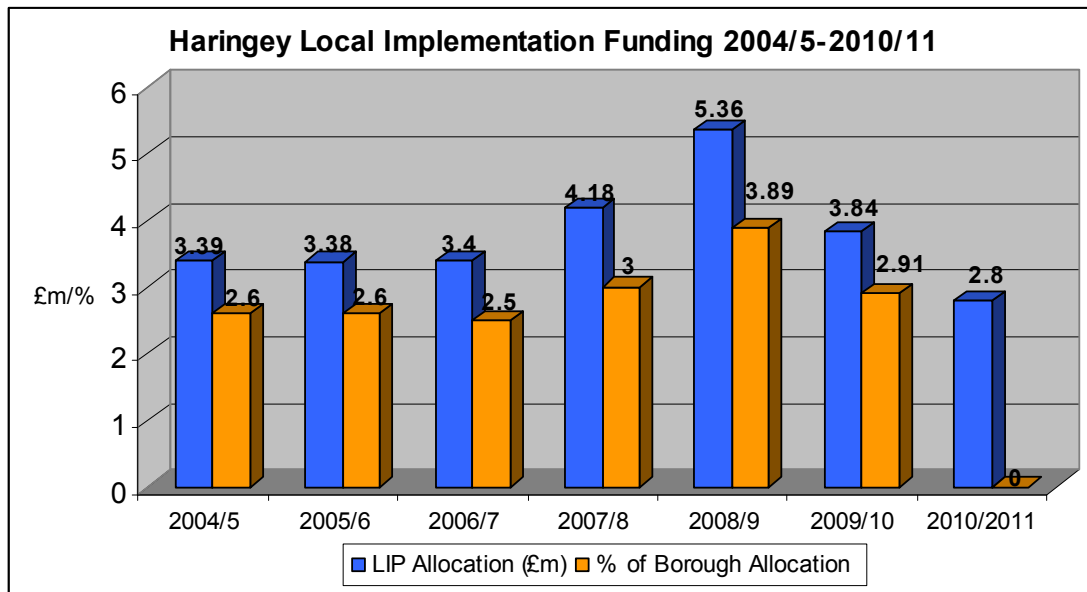


Figure 4a, 4b & 4c – Access to a car (0,1 and 2 cars) by Haringey LA ward (2008)

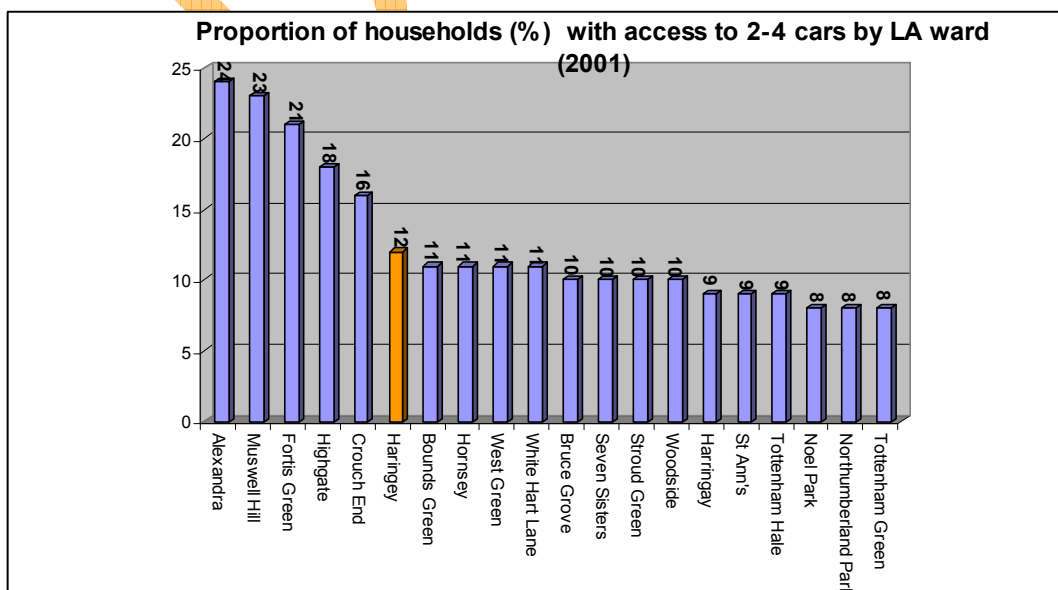
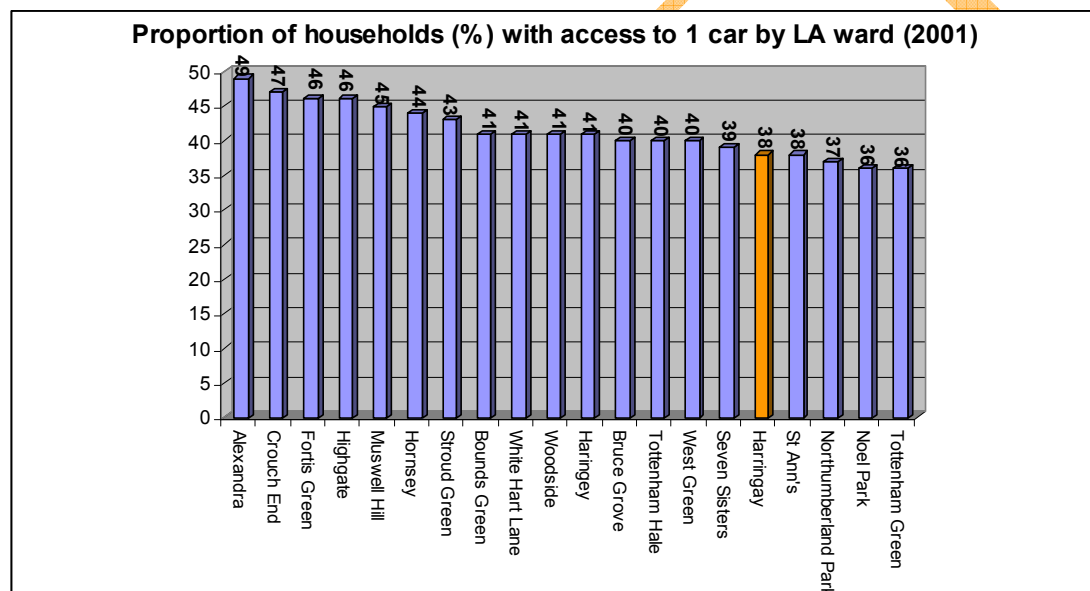
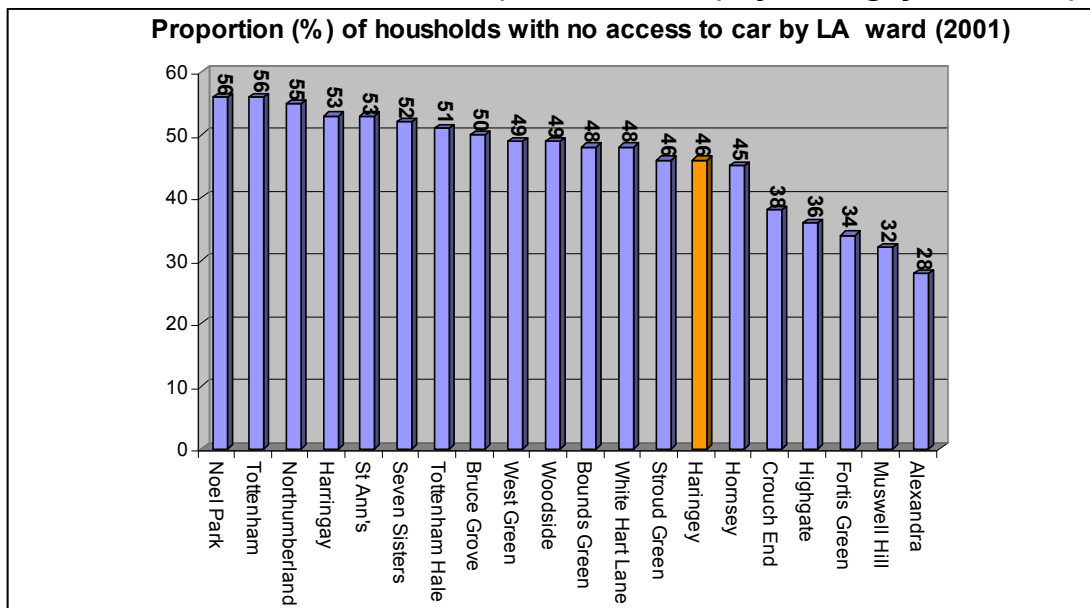


Figure 5 - Modal share of transport options: Haringey, inner London & outer London

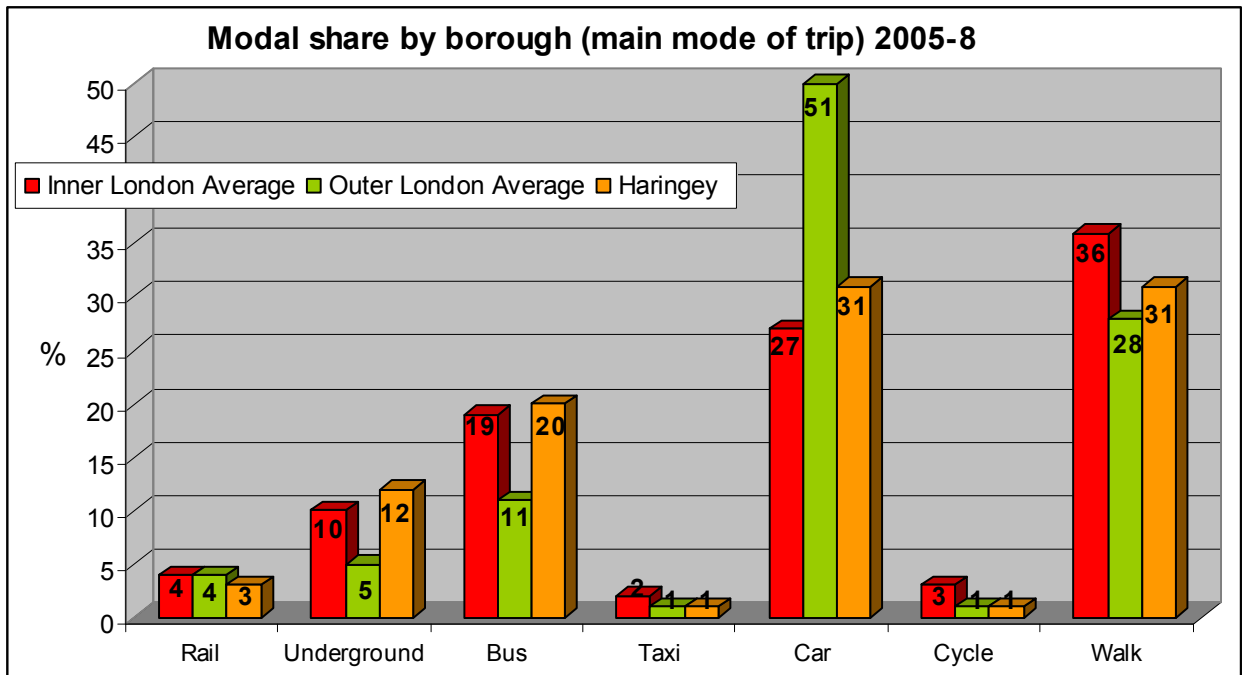


Figure 6 - Issues which are of most concern to Haringey residents

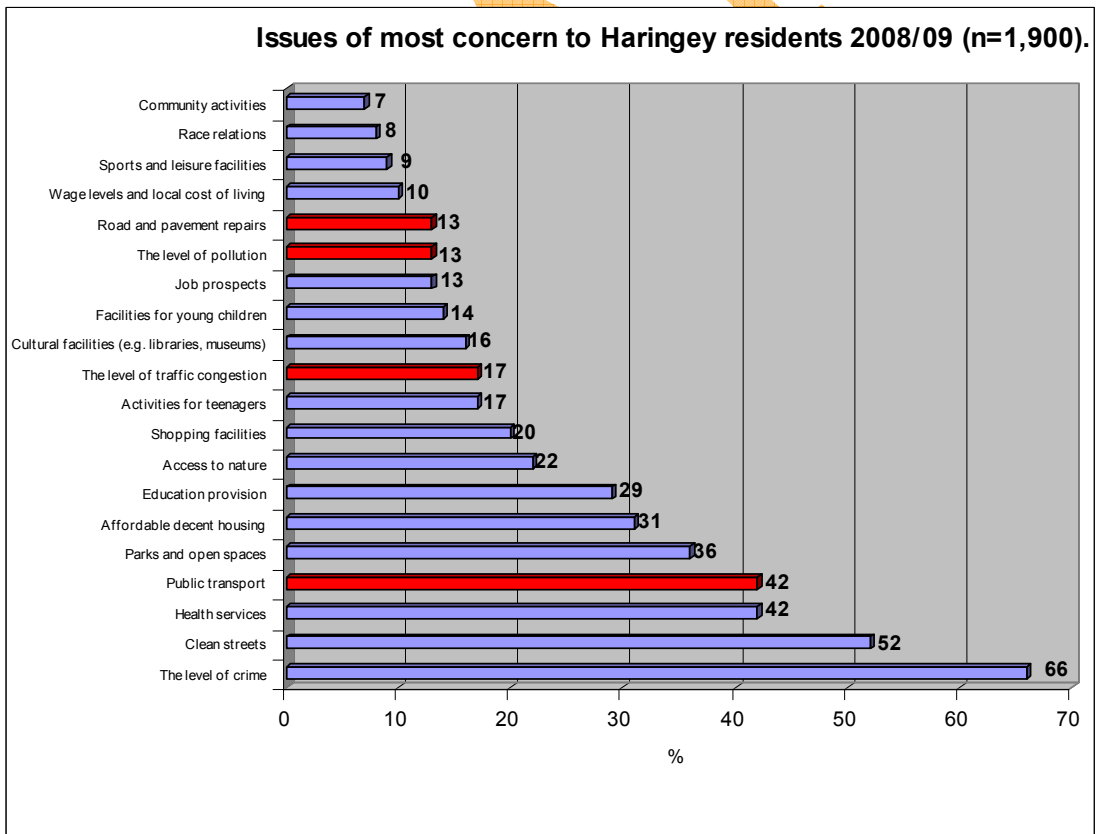


Figure 7 - Issues which Haringey residents felt needed most improvement

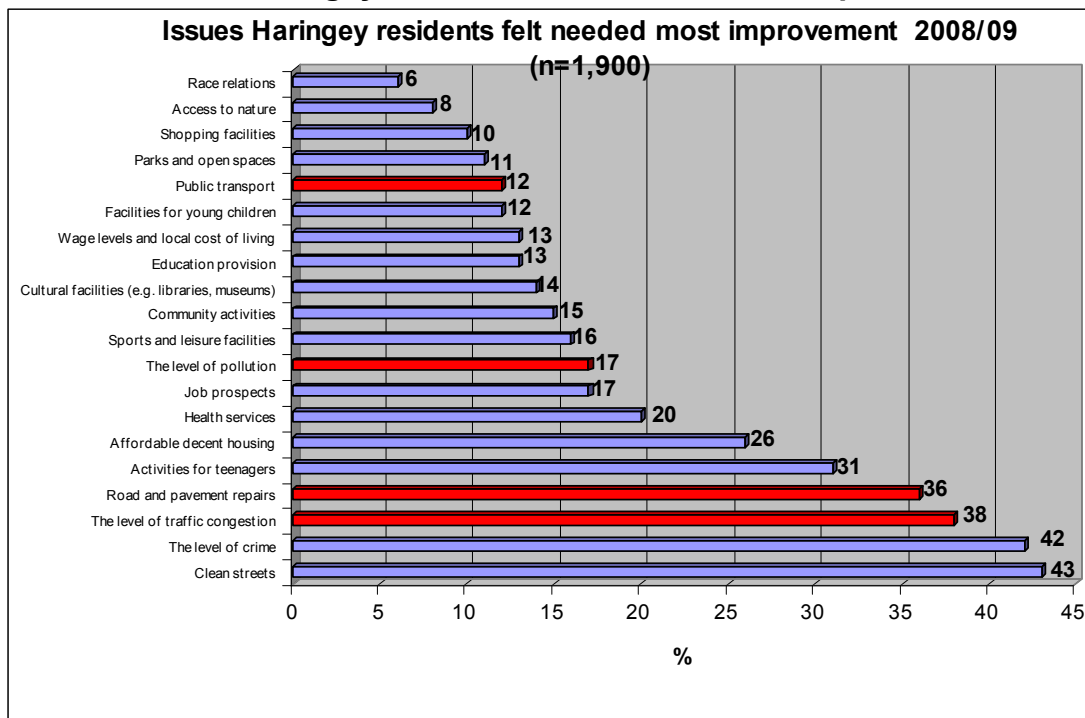
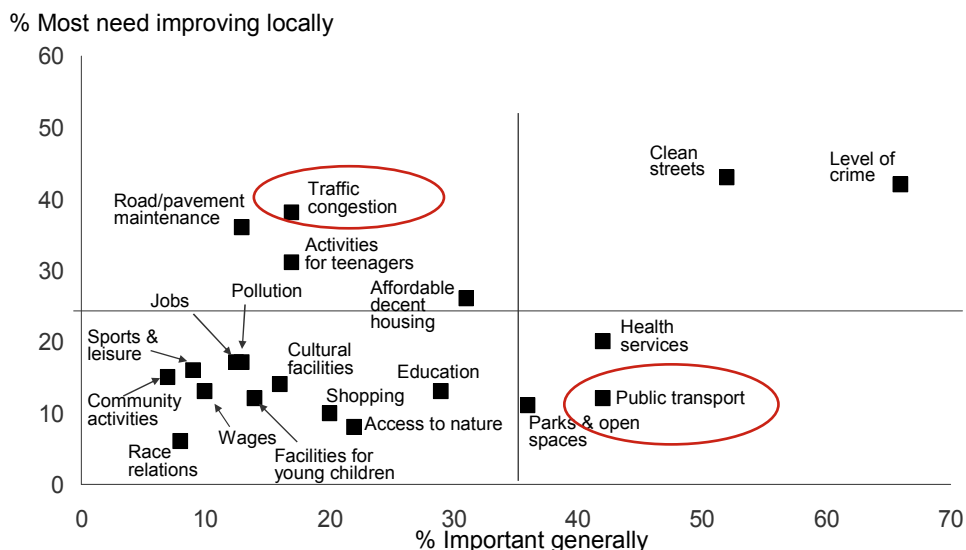


Figure 8 – Resident priorities for action from the Place Survey (2008)

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



Ipsos MORI Base: All valid responses



Figure 9 – Haringey residents use of local transport information

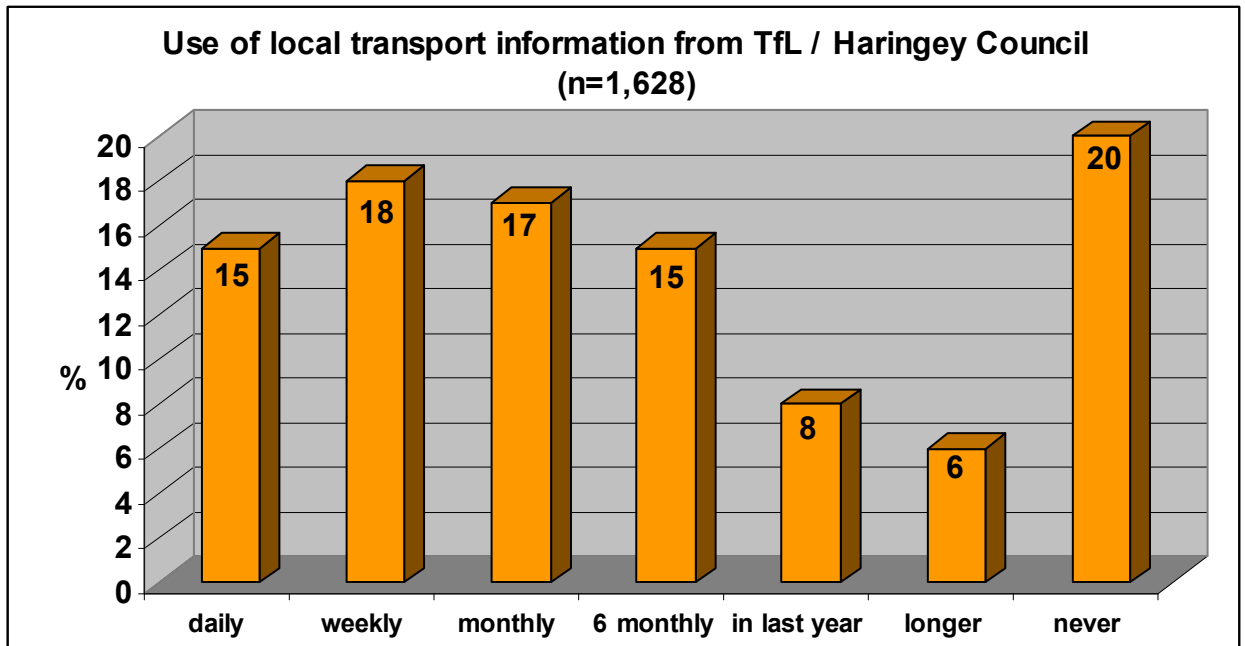


Figure 10 – Haringey resident's satisfaction with local transport information

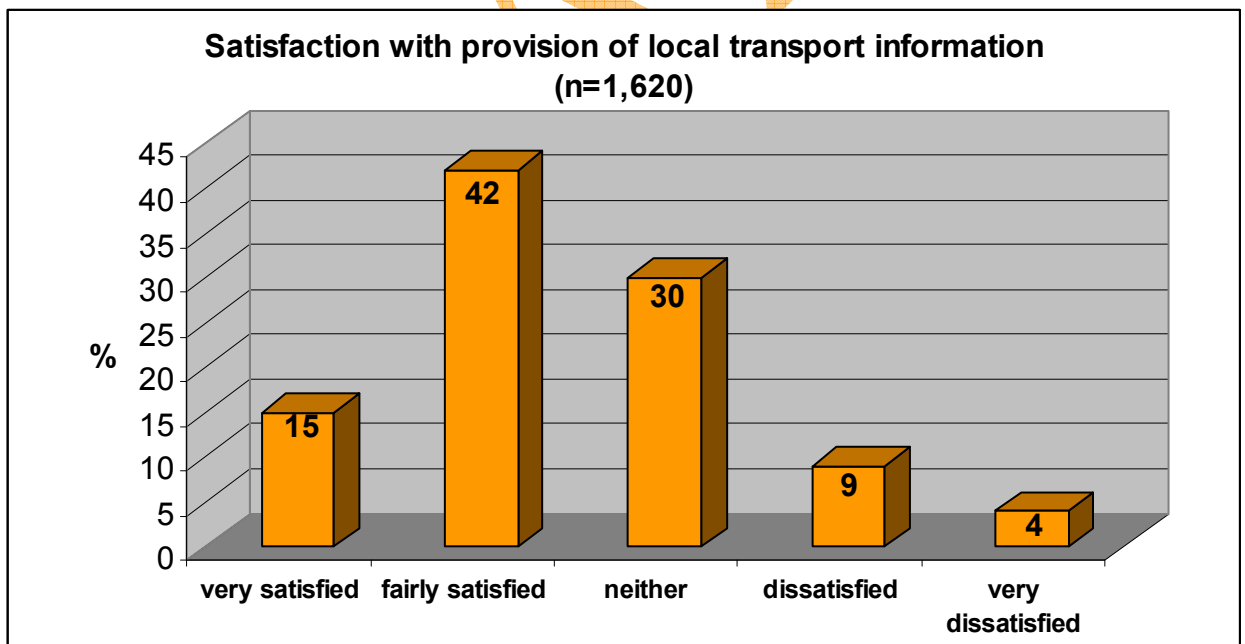


Figure 11 – Haringey residents use of local bus services

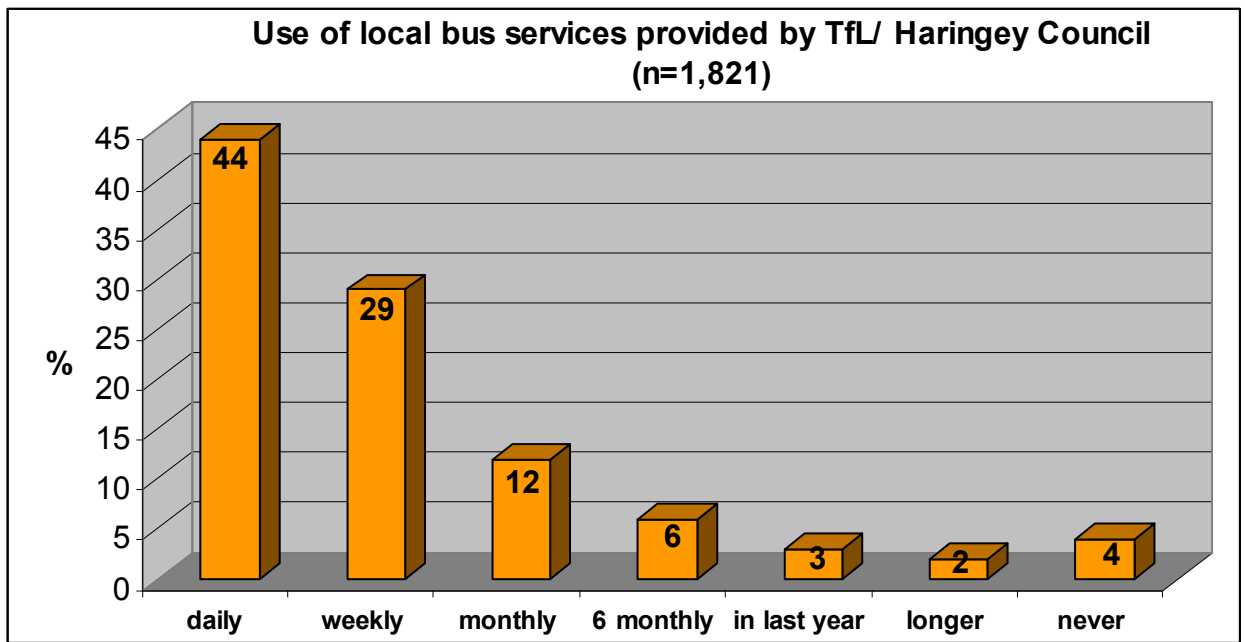


Figure 12 – Haringey resident's satisfaction with local bus services.

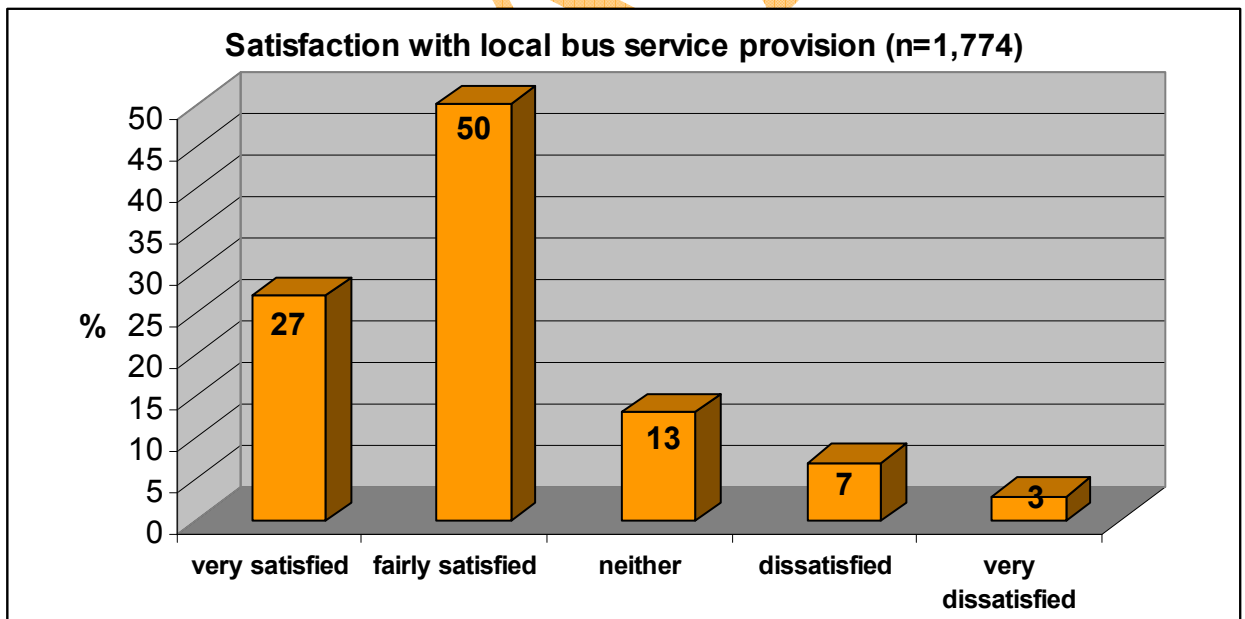


Figure 13 – Haringey residents satisfaction with local public services making the areas greener and cleaner.

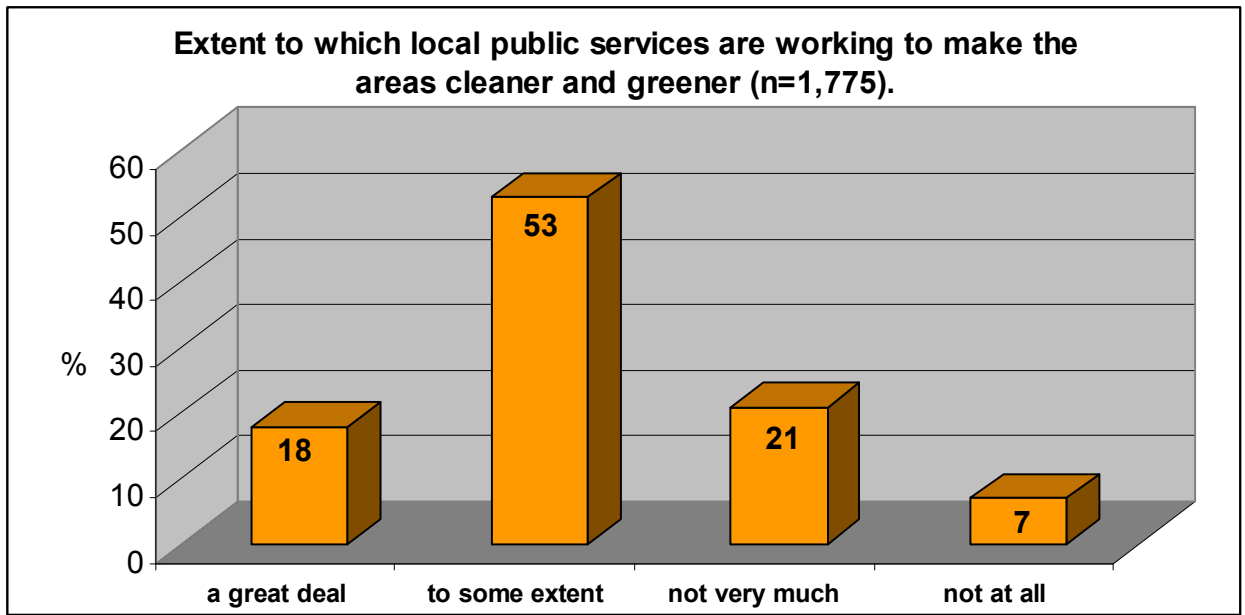


Figure 14 – Haringey residents priorities for highways improvement (2007)

Priority topics	Count	Col %
Pothole repairs	1493	43%
Pavement replacement	1441	41%
Measures to ease bus route congestion	942	27%
Cycling pathways	900	26%
Improved street lighting	858	24%
Measures to ease traffic congestion pinch points	828	24%
Road resurfacing	807	23%
More pedestrian crossings with traffic signals	758	22%
Road safety improvements	675	19%
Road safety education in schools	591	17%
Traffic calming	526	15%
Traffic islands (pedestrian refuges)	339	10%
Cycle stands / cycle parking	273	8%
Cycle sanctuary (refuge)	177	5%
Total	3505	100%

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Agenda item:

[No.]**Overview and Scrutiny Committee****On 29 September 2009**

Report Title. Financing Sustainable Transport	
Report of Niall Bolger, Director of Urban Environment	
Signed :	
Contact Officer : Joan Hancox, Head of Sustainable Transport	
Wards(s) affected: All	Report for: Non-Key Decisions
1. Purpose of the report 1.1. To explain how Sustainable Transport is funded in Haringey.	
2. State link(s) with Council Plan Priorities and actions and /or other Strategies: 2.1. This is fully covered in the draft scoping report.	
3. Recommendations 3.1. Members to note the funding streams for Sustainable Transport.	
4. Reason for recommendation 4.1. To inform the Scrutiny Review	

5. Summary

5.1. The funding for Sustainable Transport in Haringey is split between revenue and capital budgets. The currently approved highways investment programme for 2009/10 is £10.15m and is funded as follows:

Funding Source	£m
TfL Grant	4.093
Council Investment	5.740
Section 106	0.337
Total	<u>10.150</u>

5.2. The full detail of the proposed works (Highways Works Plan) for 2009/10 was agreed by Cabinet on 24 March 2009 and is attached as Appendix A for ease of reference. The main elements of the programme are:

Works	Amount (£ 000s)	Funding source
Footways	2,000	Council
Non-principal road resurfacing	800	Council
Principal road resurfacing	435	TfL
Street Lighting	2,000	Council
Road safety improvements	100	Council
Parking schemes	600	Council
Bridges and Highways structure	240	Council
Local Safety Schemes	935	TfL
Cycling schemes	495	TfL
Cycle training and parking	113	TfL
Bus stop accessibility	119	TfL and s106
Bus Priority	605	TfL and s106
Wood Green Town Centre	680	TfL and s106
School Travel Plans	346	TfL
Education, Training and Publicity	25	TfL
Travel Awareness	24	TfL
Environment	70	TfL
Workplace Travel Plans	10	TfL
TOTAL	9,597	

N.B. There is a slight difference due to only major amounts being included

5.3. It can be seen from this that the Smarter Travel elements of school travel plans, travel awareness, education and workplace travel plans only total £495,000 which represents about 5% of the total projects budget in 2009/10.

5.4. Sustainable Transport has a revenue budget of £7,026,800 (excluding overhead charges). However, once fixed costs such as insurance and electricity for lamp

columns is removed this amounts to £5,144,700. The main items of expenditure are staff costs (£2,245,300) and private contractor costs (£1,882,650). The bulk of the private contractor costs are for the reactive highways (£650,000) and street lighting maintenance (£496,500). Savings of £600,000 have been made from the Sustainable Transport service over the last two financial years, representing over 10% of the budget. Apart from some staff costs, all Smarter Travel initiatives are currently funded by TfL.

5.5. The service also supports its revenue budget through income through fees and charges. Fees are charged against all the capital works which the Council undertakes and this varies between 10% for most Council capital projects and 33% for parking schemes due to the high staff costs to undertake consultation. The projected income for 2009/10 is £2.3 million which is already taken account of in the revenue budget outlined in paragraph 5.4.

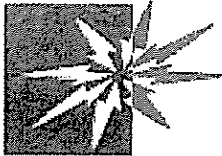
5.6. Cabinet agreed the funding submission to TfL for next year's transport schemes on 8 September 2009. The categories for funding and the Mayor's Transport priorities were set out in that report which is attached as Appendix B.

6. Use of appendices /Tables and photographs

6.1. Appendix A – Highways Works Plan – Cabinet Report – 24 March 2009

6.2. Appendix B - Transport Proposals for 2010/11 – Cabinet Report – 8 September 2009

7. Local Government (Access to Information) Act 1985



Haringey Council

[No.]

Cabinet

On 24 March 2009

Report Title. Highways Works Plan 2009/10

Report of : Niall Bolger, Director of Urban Environment

Signed :  11th March 2009

Contact Officer :

Joan Hancox, Head of Sustainable Transport 020 8489 1777

Joan.hancox@haringey.gov.uk

Malcolm Smith, Transport Policy & Projects 020 8489 5574

Malcolm.smith@haringey.gov.uk

Wards(s) affected: All

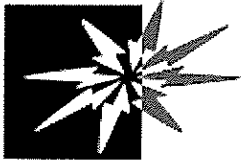
Report for: Key decision

1. Purpose of the report

- 1.1. To seek Cabinet approval for the Highways Works Plan for 2009/10 and to provide details of the Council's progress on delivering transport investment in 2008/9.

2. Introduction by Cabinet Member

- 2.1. This report sets out the Sustainable Transport works programme of work for 2009/10 investing in the repair, upgrading and improvement of the borough's highway infrastructure. It shows the additional investment being made by the Council in the borough's roads, footways and street lighting.



Haringey Council

Cabinet

On 24 March 2009

Report Title. **Highways Works Plan 2009/10**

Report of : **Niall Bolger, Director of Urban Environment**

Signed : (see scanned first page inserted above)

Contact Officer :

Joan Hancox, Head of Sustainable Transport 020 8489 1777

Joan.hancox@haringey.gov.uk

Malcolm Smith, Transport Policy & Projects 020 8489 5574

Malcolm.smith@haringey.gov.uk

Wards(s) affected: **All**

Report for: **Key decision**

1. State link(s) with Council Plan Priorities and actions and other Strategies

- 1.1. The strategy supports Council's Priority 1 (making Haringey one of London's greenest boroughs); and Priority 2 (creating a Better Haringey; cleaner, greener and safer.
- 1.2. The strategy also supports the Greenest Borough Strategy.

2. Recommendations

That Cabinet:

- 2.1. Agrees to the Highway Works Plan for 2009/10
- 2.2. Notes the proposed changes to future Local Implementation Plan funding for 2010/11 and onwards

3. Reason for recommendation(s)

3.1. The Plan represents an investment by the Council of £9,925,000 in the borough's highways and transport infrastructure. It needs to be approved by Cabinet as this provides the authorisation to commence our programme for 2009/10. Cabinet needs to be made aware of the significant proposed changes to the LIP funding process.

4. Other options considered

4.1. None

5. Summary

5.1. The Highways Works Plan 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 2009/10 the total proposed investment is £10,150,000. The Council is providing an additional £1 million for investment in the borough's highways bringing the total to £2.8 million and an additional £1m for street lighting up to a total of £2 million. There will also be investment in structures such as bridges and retaining walls. The key investments using Transport for London funding are

- road safety measures in Wightman Road, Westbury Avenue, Tottenham Lane
- a 20mph zone proposed for the Downhills Park area
- Northumberland Park bus stand
- School travel planning
- Developing proposals to improve station access to Wood Green

Full details of all the proposed works, including a ward by ward breakdown, is attached as Appendix A.

5.2. From 2009/10 onwards the Highways Works Plan is based on the type of investment, rather than the source of funding to provide a more cohesive view of how the investment will contribute towards improving highways conditions and transport infrastructure. It is also mainstreaming some of the Greenest Borough actions into the Highways Works Plan e.g. provision of car club bays or electric vehicle charging points. This is part of the work to ensure greater synergy between highways and transport, which was envisaged as part of the creation of the Sustainable Transport Department.

5.3. Investment in Haringey's streets and transport has been a major priority for the last 5 years and this sustained investment is resulting in improvements to both the Council's performance and resident's perceptions. Resident's have been consulted on their priorities through the Road to Improvement consultation and the results of this led to the introduction of the pothole blitz in 2008/9 which has successfully seen over 2000 potholes mended. A follow up to the Road to Improvement is planned for 2009/10 as well as benchmarking the Council's customer satisfaction on highways and transport issues with other local authorities.

5.4. Each year we fund projects from a number of sources, primarily through Local Implementation Plan funded by TfL but also from the Council's own resources. The highway projects are in line with the previous Mayor's Transport Strategy. Transport policy changes and different objectives can be expected to emerge from the new Mayor's Transport Strategy, a draft of which is expected in April/May for Functional and London Assembly bodies. This in turn would be expected to lead to a refocusing of resources to different types of transport projects for 2010/11 and onwards.

5.5. TfL are planning changes to the methodology for allocating LIP funding to the boroughs. There are currently 23 different transport areas for which we can apply for funding. The proposal is to reduce these to 5. The changes are planned to take effect from 2010/11 and would result in the borough being allocated funding over 3 years without going through a bidding process. This will give boroughs much more freedom to determine their transport spending priorities and development of these will be a major work area for Sustainable Transport in 2009/10.

6. Chief Financial Officer Comments

8.1 The currently approved highways investment programme for 2009/10 is £10.15m funded as follows:

Funding Source	£m
TfL Grant	4.093
Council Investment	5.740
Section 106	<u>0.337</u>
Total	<u>10.150</u>

8.2 Further potential capital investment has been identified from various sources. The schemes in respect of this funding will be included in the 2009/10 Urban Environment capital budget once final confirmation/approval has been obtained from the appropriate funding source/body.

8.3 The Highways Work programme for 2008/09 is mainly on target to spend at its revised budget allocation £10.985m by 31 March 2009.

8.4 The Highways Works Plan includes the 2009/10 capital budget allocation to be funded from council investment.

8.5 LIP funding currently amounts to more than £138m per year across London boroughs. A review of the LIPs process is being undertaken with the aim of making the system of funding allocations by TfL to the boroughs more flexible and less bureaucratic, and more stable and predictable. The potential implications for Haringey are not known at this stage.

7. Head of Legal Services Comments

9.1 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.

9.2 The new Mayor of London is proposing changes to the LIP funding process and a further report will be required when the details are known.

8. Head of Procurement Comments

10.1 N/A

9. Equalities & Community Cohesion Comments

- 9.1. 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.

10. Consultation

- 12.1 A revised process for consulting on our highways schemes was agreed by Cabinet in March 2008. Under this process three levels of consultation are undertaken:
- Notification of works [all works]
 - Statutory notification [all schemes that require statutory notification]
 - Full consultation [any high profile scheme – agreed as part of this highways works programme and any other scheme that is deemed to require it by the agreement of the Lead Member]
- 12.2 Appendix 7 of the works plan details the type of consultation planned for the various schemes.

11. Service Financial Comments

- 11.1. The overall highways investment programme for 2009/10 is £10,150,000. A significant proportion of the funding is from external sources, primarily TfL through the LIP process. LIP funding amounts to £3.848m subject to confirmation we are expecting additional funding for A406 works from TfL. An estimated £337,000 investment would be achieved via S106 and S278 agreements through the planning process.
- 11.2. Our own investment totals £5,740,000. This is split as follows:
- Footways £2,000,000
 - Non-principal roads £800,000
 - Street lighting £2,000,000
 - Road safety improvements £100,000
 - Parking Plan £600,000
 - Bridges and Highway Structures £240,000

12. Use of appendices /Tables and photographs

- 12.1. Appendix: Highways Works Plan 2009/10

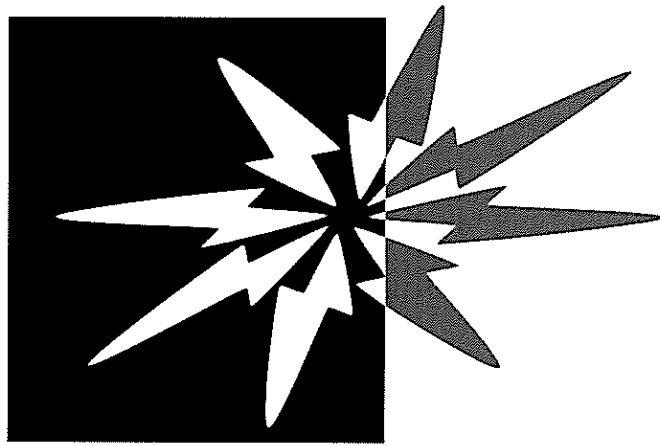
13. Local Government (Access to Information) Act 1985

- 15.1. Local Implementation Plan APR 2009/10, June 2008
Highways Asset Management Plan
LIP funding allocation letter from TfL, 20 November 2008

APPENDIX

LONDON BOROUGH OF HARINGEY

HIGHWAYS WORKS PLAN 2009-10 (with provisional plan for 2010-11)



Haringey Council

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1. Introduction

- 1.1 This document sets out Haringey's Highways Works Plan for 2009-10, giving the list of highway and transport schemes that will be carried out on the Borough's roads in 2009/10 as well as those proposed for 2010/11.
- 1.2 This plan is an integral part of the move towards a Sustainable Transport system for the Council. The maintenance of the Council's highways infrastructure is key to ensuring that public transport as well as pedestrians, cyclists and powered two wheelers are able to use the roads as well as cars and freight.

2. Background

- 2.1 For the last five years, the Sustainable Transport Service has produced an annual Highways Works Plan for agreement by the Cabinet. This report shows what has been achieved in 2008/09 and outlines the programme of investment for the Highways Works Plan for 2009/10. It also includes:
 - The draft programme for 2010/11 (based on same financial provision)
 - The proposals for detailed scheme consultation on a scheme by scheme basis.
- 2.2 Each year the Council funds improvements to the borough's highways infrastructure from a number of sources. These improvements are in line with the objectives of the previous Mayor's Transport Strategy, which are reflected within the Council's final Local Implementation Plan (LIP). The strategic context which prioritises the key areas of work contained within this plan is set out below.

3. Policy and Performance

- 3.1 The Council works within a wide range of National and London targets as well as key Council priorities. Last year's achievements in terms of the works delivered are set out in Appendix 5.
- 3.2 Section 16 of the Traffic Management Act 2004 ("the Act") introduced a new network management duty for local traffic authorities, including Haringey Council. We are required to manage our road network to secure the expeditious movement of traffic on that network and to facilitate the same on the networks of others. This duty has to be taken into account when developing and implementing our highway and transport schemes.

Targets

- 3.3 The Government has set each London Borough challenging targets, including the reduction in the level of accidents across the capital. Generally, Haringey is meeting or exceeding these targets. Progress against Mayoral targets is detailed in Appendix 7.
- 3.4 In terms of road safety, the baseline from which the reduction is judged is determined by the average number of accidents which occurred during the period from 1994 to 1998. The levels of reduction to be achieved by 2010 are as follows:
- 40% reduction in all road users killed and seriously injured.
 - 50% reduction in children killed and seriously injured.
 - 10% reduction in the overall casualty rate (slightly injured).
 - 40% reduction in pedestrian, cyclist and powered two wheeler rider killed and seriously injured.
- 3.5 In addition the Mayor for London has set targets for Boroughs in the London Road Safety Plan. These targets also to be achieved by 2010 are as follows:
- 50% reduction in pedestrians killed and seriously injured
 - 40% reduction in cyclist killed and seriously injured
 - 40% reduction in powered two wheeler casualties
 - 60% reduction in children killed and seriously injured
 - 25% reduction in slight casualty rate
- 3.6 Additional Mayoral targets are:
- Improving bus journey time and reliability – reduce excess wait time; reduce average bus journey time

- Relief traffic congestion and improve journey time – reduce traffic volume growth; zero traffic growth in Wood Green; maintain or increase the proportion of personal travel by means other than the car; to review all school travel plans
 - Accessibility and social inclusion on the transport network – improvements in the proportion of trips made by equality and inclusion target groups
 - Encourage walking by improving the street environment – achieve an increase of at least 10% in journeys made on foot
 - Encourage cycling by improving the street environment – achieve an increase of at least 80% in cycling trips
 - Bringing transport infrastructure to a state of good repair – bring all A roads and busy bus routes to a serviceable standard [UKPMS score <70]
- 3.7 Under the Local Area Agreement, the Council will be monitoring progress under NI175 [access to services and facilities by public transport, cycling and walking] and NI198 [children travelling to school – mode of travel normally used] and NI186 [per capita reduction in CO₂ emissions]. The latter can be used a proxy indicator for measuring changes in traffic volumes and its associated congestion.

Other Issues

- 3.8 The results of the annual road condition indicators will be used to plan road resurfacing and footway re-paving schemes within the network. The latest condition surveys were not available when this plan was being drafted but they will be used to review it if there are any unexpected results.
- 3.9 The works will be based on the Council's Streetscape Design Manual. Therefore footway improvements will in general convert paved footways to black-top 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 surfacing wherever possible.
- 3.10 As part of the Greenest Borough Strategy, we will be looking at a "durable Pavements" trial to look at different treatments to roads and pavements which may extend their "life". This is part of the work looking at what adaptations to our service delivery are needed to take account of climate change.

4. Consultation

4.1 Consultation on Schemes

The various schemes developed through this works plan will now be the subject of further consultation. The level of consultation will be dependant upon impact of the scheme on the local community. In line with good practice the Council will always endeavour to provide feedback following consultation.

4.2 Cabinet agreed to a consultation strategy 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 Highways 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 4.

5. Details of Schemes

- 5.1 The capital allocation for 2009/10 has been financed by the following three funding streams:
- TfL's Local Implementation Plan Funding (LIP), including additional funding for car clubs and Greenways - £4.093m
 - The Council's capital investment of - £5.740m
 - Schemes funded from other funding sources - £337k
- 5.2 This report will set out, in turn, the details of the proposed projects. For the first time this year these will be by the types of works, rather than by funding source. The report does not detail revenue works generally as these are of a routine maintenance nature and are more responsive in nature. A breakdown of investment by ward is included as appendix 3.

Borough Roads

- 5.3 An additional £1m has been made available for Borough Roads in 2009/10, making a total of £2.8m. 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 1: Planned investment in Borough Roads

Description	2009/10 (£k) Planned
Principal Road reconstruction	435
Classified and Unclassified roads resurfacing	800
Footway relaying	2,000
Walking	145
Local Area Accessibility (dropped kerbs etc)	70
Bridges and Highway Structures	240
Total	3,690

Principal, Classified and Unclassified Roads Resurfacing

- 5.4 Principal Road reconstruction: Funding for this element is provided by TfL. The Mayor set a target for all 'A' roads and busy bus routes to be serviceable standard by 2010 i.e. none needing planned maintenance. Although there has been a decrease in the percentage of 'A' roads needing maintenance (from 10.25% in 2003/4 to 5.5% in 2007/8) this will not be sufficient to meet the target. The 5.5% figure is comparable with other London boroughs.

Table 2 : Principal Roads – Funded projects - 2009/10

Road Name	Ward	Estimated Cost (£k)
West Green Road (High Road to Spur Road)	Tottenham Green	375
Fortis Green between Eastern Road and Western Road	Fortis Green	60
SUB-TOTAL		435

- 5.5 Classified and Unclassified Roads: The proposed investment of £800k for 2009/10 will maintain in the short term current levels of performance. The future needs will need to be reviewed as part of the wider implications of the Sustainable Transport Asset Management Plan. A new feature in 2008/9 was the introduction of the pothole blitz as part of the reactive maintenance service. This has resulted in targeted action on potholes and over 2000 potholes were mended in the first 10 months of the year. Table b provides information on our provisional programme for 2010/11.

Table 3: Classified Non-principal roads – Network Treatment Priority List 2009/10

Road Name	Ward	Estimated Cost (£k)
Brantwood Road, N17	Northumberland Park	102
Highgate High Street N6	Highgate	55
Colney Hatch Lane	Alexandra/Fortis Green	93
SUB-TOTAL		250

Note: This list includes all roads with a score over 70% on the 2007 CI rating.

**Table 4: Unclassified Non-principal roads
Network Treatment Priority List 2009/10**

Road Name	Ward	Estimated Cost (£k)
Croxford Gardens, N22	Woodside	12
Eleanor Road, N11	Bounds Green	20
Ferndale Road, N15	Seven Sisters	26
Southwood Lawn Road	Highgate	22
Summersby Road	Highgate	37
Chandos Road, N17	Bruce Grove	24
Suffield Road	Tottenham Green	24
Crescent Rise	Alexandra	55
Gladstone Avenue, N22	Noel Park	53
Somerset Gardens, N6	Highgate	12
Jarrow Road, N17	Tottenham Hale	54
Talbot Road, N6	Highgate	31
Denton Road, N8	Stroud Green	58
The Avenue, N10	Alexandra	35
Church Road, N6	Highgate	23
Moir Close, N17	West Green	24
Manor Road, N17	Tottenham Hale	40
SUB-TOTAL		550

Note: This list is provisional and will be confirmed upon receipt of results of road condition surveys and road condition indicators generated as a result.

**Table 5: Unclassified Non-principal roads
Network Treatment Priority List 2010/11**

Road Name	Ward	Estimated Cost (£k)
Adams Road, N17	West Green	8
Higham Road, N15	West Green	41
Mount Pleasant Crescent, N4	Stroud Green	7
Gladstone Mews, N22	Noel Park	15
Stanhope Gardens, N4	Crouch End	27
Vallance Road, N22	Alexandra	58
Perth Road, N22	Woodside	84

Road Name	Ward	Estimated Cost (£k)
Hornsey Lane Gardens, N6	Highgate	7
Hampden Road, N8	Harringay	57
Oak Avenue, N17	White Hart Lane	24
Gedeney Road, N17	White Hart Lane	25
Waldegrave Road, N8	Noel Park	29
Vernon Road, N8	Noel Park	18
In vicinity of Coppetts Road – highway improvements funded from s106/s278		138
SUB-TOTAL		538

This list is provisional and will be confirmed upon receipt of results of road condition surveys and road condition indicators generated as a result

- 5.6 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 (25%) needing maintenance than the borough roads. This investment also contributes to improving the walking environment. It is therefore proposed to allocate the majority of the planned investment to deal with those footways in need of urgent repair and so increase the level of investment in footways to £2,000k (2009/10). In addition, there is funding from TfL for two walking routes and local accessibility improvements such as dropped kerbs which will also contribute to these objectives.

Table 6: Footway Network – Provisional Treatment Priority List for 2009/10

Road Name	Ward	Estimated Cost (£k)
Park View Road, N17	Tottenham Hale	70
Footpath linking Trinity Road to Commerce Road N22	Bounds Green	17
Poynton Road N17	Tottenham Hale	81
Wolves Lane, N22	Bounds Green	56
Siddons Road, N17	Tottenham Hale	21
Lawrence Road, N15	Tottenham Green	52
Green Lanes, N8	Harringay	34
Grovelands Road, N15	Seven Sisters	22
Church Vale, N2	Fortis Green	50
Crowland Road N15	Seven Sisters	29

Road Name	Ward	Estimated Cost (£k)
Glendish Road, N17	Tottenham Hale	40
St Loy's Road N17	Bruce Grove	35
Keynes Close, N2	Fortis Green	17
Gladesmore Road, N15	Seven Sisters	37
Effingham Road N8	Harringay	84
Janson's Road N15	Tottenham Green	22
Halefield Road N17	Tottenham Hale	38
Finsbury Road, N22	Bounds Green	20
Asplins Road, N17	Northumberland Park	78
The Avenue, N17	Bruce Grove	102
Great North Road	Fortis Green	18
Stirling Road N17	Tottenham Hale	11
Footway works in vicinity of 725-733 Lordship Lane s106 funding	Woodside/Noel Park	25
Bedwell Road. N17	White Hart Lane	Estimate not yet available
Markfield	Tottenham Green	Estimate not yet available
Beech Drive, N2	Fortis Green	Estimate not yet available
Tregaron Avenue, N8	Crouch End	Estimate not yet available
Wrightman Road, N4	Harringay	Estimate not yet available
The Crossway, N22	Woodside	Estimate not yet available
Buckingham Road, N22	Bounds Green	Estimate not yet available
Croxford Gardens, N22	Woodside	Estimate not yet available
Park Avenue South, N8	Muswell Hill	Estimate not yet available
Weir Hall Road, N17	White Hart Lane	Estimate not yet available
Paisley Road, N22	Woodside	Estimate not yet available
Kirkton Road, N22	Tottenham Green	Estimate not yet available
Wood Vale N10	Muswell Hill	Estimate not yet available
Inderwick Road, N8	Hornsey	Estimate not yet available
Cholmeley Park, N6	Highgate	Estimate not yet available
South Close, N6	Highgate	Estimate not yet available
Burgoyne Road, N8	Harringay	Estimate not yet available
Princes Avenue, N22	Alexandra	Estimate not yet available
Woodstock Road, N4	Stroud Green	Estimate not yet available

Road Name	Ward	Estimated Cost (£k)
Woodside Avenue, N10	Muswell Hill/Fortis Grn	Estimate not yet available
Albert Road, N22	Alexandra	Estimate not yet available
Rectory Gardens, N8	Hornsey	Estimate not yet available
Moorfield Road, N17	Bruce Grove	Estimate not yet available
Trinity Road, N22	Woodside/Bounds Grn	Estimate not yet available
Shelborne Road, N17	Tottenham Hale	Estimate not yet available
Waltheof Avenue, N17	White Hart Lane	Estimate not yet available
The Avenue, N10	Alexandra	Estimate not yet available
Walden Road, N17	White Hart Lane	Estimate not yet available
North View Road, N8	Hornsey	Estimate not yet available
Queens Wood Road, N6	Highgate	Estimate not yet available
Hawthorn Road, N8	Hornsey	Estimate not yet available
St James's Lane N10	Muswell Hill	Estimate not yet available
Vallance Road N22	Alexandra	Estimate not yet available
Tilson Road, N17	Tottenham Hale	Estimate not yet available
White Hart Lane	White Hart Lane	Estimate not yet available
Wycombe Road N17	Tottenham Hale	Estimate not yet available
Park Avenue North, N8	Muswell Hill	Estimate not yet available
Gedeney Road, N17	White Hart Lane	Estimate not yet available
Tower Gardens Road, N17	White Hart Lane	Estimate not yet available
Durnsford Road, N11	Alexandra	Estimate not yet available
Beechwood Road, N8	Hornsey	Estimate not yet available
Risley Avenue, N17	White Hart Lane	Estimate not yet available
Muswell Road, N10	Alexandra	Estimate not yet available
Smithson Road	White Hart Lane	Estimate not yet available
Oak Avenue, N17	White Hart Lane	Estimate not yet available
South View Road, N8	Hornsey	Estimate not yet available
Priory Road, N8	Muswell Hill	Estimate not yet available
Bounds Green Road, N22	Woodside	Estimate not yet available
Awlfield Avenue, N17	White Hart Lane	Estimate not yet available
Priory Gardens, N6	Crouch End	Estimate not yet available
Cholmeley Crescent, N6	Highgate	Estimate not yet available

Road Name	Ward	Estimated Cost (£k)
Cranley Gardens, N10	Muswell Hill	Estimate not yet available
Clovelly Road, N10	Muswell Hill	Estimate not yet available
All Hallows Road, N17	White Hart Lane	Estimate not yet available
Walking route from Wood Green to Seven Sisters	Various	50
Walking route from Tottenham to Lee Valley	Various	20
Pedestrian accessibility improvements	Borough wide	75
Local area Accessibility Programme	Various	40
Total to date		1,119

Table Notes

1. This list is provisional and will be confirmed upon receipt of results of road condition surveys and road condition indicators generated as a result. These roads are subject to high levels of complaints and accident claims.

2. Although cost estimates are not yet available for some of the proposed schemes, estimates for footway resurfacing schemes prepared to date amount to £934,000. The budget allocation for footway treatment is £2m and the value of works for the remainder of the schemes will be estimated up to this amount.

- 5.7 Highway Bridges and Structures: In recent years the Council has not been able to carry out essential planned maintenance of the bridge and structures stock through a lack of funding. For 2009/10 £240,000 has been allocated towards highway bridges and structures. The funding will be used for planned maintenance with the aim of arresting further deterioration which in the long term can increase the risk of accidents.

Table 7: Bridges and Structures Investment for 2009/10

Bridge/structure Name	Ward
Watermead Way Bridge, N15	Tottenham Hale
Springfield Avenue retaining wall, N10	Muswell Hill
St James's Lane retaining wall, N10	Muswell Hill
Wood Green City Bridge over High Road, N22	Noel Park
Westbury Avenue Bridge N22	Noel Park
Highgate Hill retaining wall N6	Highgate
Height Restriction Signs	Borough Wide
Allocated Budget - £240k	

Street lighting

- 5.8 The Council is seven 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 35% of our streetlights have been renewed and 25% was already in a good condition. This leaves 40% still to be replaced or 6440 columns.

Table 8: Street Lighting proposed renewal areas 2009/10

AREA	WARD/ROAD	VALUE (£k)
Ferry Lane and Jarrow Road	Tottenham Hale Ward	150
Southwood Lane, Stormont Road, Sheldon Avenue	Highgate Ward	200
To the west of Bruce Grove	Bruce Grove Ward	150
Roads to the south of West Green Road	St Ann's Ward	130
Join up the works begun with steel replacement scheme	Fortis Green Ward	200
From High Road, N22 to A10	White Hart Lane	220
Residential roads off Bounds Green Road	Bounds Green Ward	175
Roundway to Bruce Grove	Lordship Lane [part]	200
Residential roads off Alexandra Park Road	Alexandra Ward	175
Wolves Lane	Woodside Ward	50
Tottenham Lane, Church Lane and some side roads	Crouch End Ward	175
Residential roads off Alexandra Park Road	Muswell Hill Ward	175
Contribution from s106 103-149 Cornwall Road	St Ann's Ward	5
TOTAL		2,005

Parking Programme

- 5.9 There are three major priorities for the Parking Plan in 2009/10. The first one is to continue with the extension or creation of Controlled Parking Areas, subject to resident demand, the second is to introduce additional pay and display to promote more short term parking to support shops and other services. The third area is to continue the lines and signs compliance work started in 2008/9. The Council has allocated £600k for its Parking Programme. In addition, the Parking Team within Sustainable Transport will be responsible for the implementation of Car Club bays, on street electric charging points and car parking improvements around Milton Road. Environmental Resources will also be requesting further parking restrictions during 2009/10 although funding and locations have yet to be identified.

Table 9: Parking Programme 2009/10

SCHEME NAME / LOCATION	Allocation 2009/10 (£k)
Controlled Parking Zones (CPZ) New schemes	
St Ann's area	100
Bruce Grove	200
Controlled Parking Zones (CPZ) Extensions	
Fortis Green	15
Bounds Green extension	20
Highgate west extension	60
Pay and Display	
Additional pay and display schemes to be identified and review of existing schemes e.g. Muswell Hill stop and shop	90
Lines, signs and TMO compliance	
Borough –wide double yellow lines	40
Tottenham Hale CPZ	75
Additional parking proposals	
Car club bays	50

On street electric charging points	30
Car parking improvements in vicinity of Milton Road	5
School Travel Plan implementation – signs and lines	20
Parking restrictions to improve access of waste vehicles	To be estimated
Total	705

Road Safety

- 5.10 The combined funding for road safety in 2009/10 comes to £1.35m from TfL and the Council. This covers a range of initiatives ranging from homes zones and specific local safety schemes to reactive safety measures. The Road Safety Partnership of the Fire Brigade, Police, Transport for London as well as the Council including Children Services and Urban Environment will decide on road safety initiatives to further reduce road casualties in the borough. This funding will also be targeted at reactive safety measures throughout the year.
- 5.11 In addition, money has also been made available from TfL for schemes for parts of the borough affected by the A406 works. A fund totalling £4m has been allocated between Haringey, Enfield and Barnet over a number of years and bids are subject to TfL approval. Working in partnership with lead borough Enfield, detailed programmes have been developed and approved by TfL. To date we have introduced traffic management measures in the Dukes Avenue, Woodside Avenue, Creighton Avenue and Palmerston Road areas as well as preliminary design for Palace Gates area and Bidwell Gardens.

Table 10: Road Accident Reduction Improvement List for 2009/10

SCHEME NAME / LOCATION	Allocation 2009/10 (£k)
Road safety initiatives identified through Road Safety Strategy Group	50
Additional Road Safety Initiatives	50
Wightman Road - Local Safety Scheme	100
Westbury Avenue – Local Safety Scheme	150
Upper Tollington Park and Endymion Road – Local Safety Scheme	80

SCHEME NAME / LOCATION	Allocation 2009/10 (£k)
Watermead Way junctions with Burdock Road and marigold Road – Local Safety Scheme	60
Tottenham Lane between Park Road and Priory Road/High Street – Local Safety Scheme	130
Downhills Park Area – 20mph	300
Tottenham Hale 20 mph area Phase 2A – 20 mph	75
A406 Complementary traffic calming works Palace Gates and Bidwell Gdns	To be determined and subject to TfL approval
Future Scheme Development	40
TOTAL AMOUNT OF FUNDING	1,035

Cycling schemes

5.12 Work will continue to develop the London Cycle Network, other cycling routes and facilities for cyclists. TfL fund the Greenways cycle and walking route corridor programme. There are three links within the Borough: Link 01 Parkland Walk south between Highgate and Finsbury Park; Link 02 Parkland Walk north between Muswell Hill and Muswell Hill Road and Link 03 between Finsbury Park and the Lee Valley. Good progress has been made on both the Parkland Walk schemes. The location plan of LCN+ routes is shown as Appendix 2.

Table 11: Cycling schemes

Scheme Name / Location.	Revised allocation (£k)	Commit ment (£k)	Commit ment (£k)
	2009/10	2010/11	2011/12
Cycling – Non LCN+			
Greenways cycle and pedestrian corridors	175	75	25
Advance stop lines at signalised junctions	20	20	20
Secure cycle parking at Wood Green	3	-	-
Cycle Training Programme	80	-	-
Cycle Parking borough wide	30	-	-

Total Amount of Funding Committed £k	173	20	20
Cycling – LCN+			
Link 81 A1 Archway Road to Alexandra Palace station	164	-	-
Link 79 Bounds Green Road junction with Truro Road	37	-	-
Link 83 Green Lanes	100	-	-
Sector fees to oversee the North East Sector Boroughs	15	-	-
Total Amount of Funding Committed £k	316	-	-

Improving bus facilities and services

5.13 There will also be continuing investment in bus priority measures and improving accessibility to bus services by making bus stops fully accessible.

Table 12: Bus stop accessibility and bus priority schemes

Scheme Name / Location.	Revised allocation (£k)	Commitment (£k)	Commitment (£k)
	2009/10	2010/11	2011/12
Bus Stop Accessibility			
Station Road, N22	34	-	-
Westbury Avenue/Lordship Lane/Bruce Grove	45	-	-
Contribution from s106, Grovelands Road, South Tottenham	40		
Total Amount of Funding Committed £k	119	-	-
Bus Priority			
The Roundway	55	20	-
Ferne Park Road	5	-	-
Philip Lane	5	-	-
Middle Lane/Rokesly Avenue/Elmfield Avenue	5	-	-
Crouch End Broadway to Church Lane	70	-	-
Bounds Green Rd/Durnsford Rd/Brownlow Rd jn	10	100	-
Highgate High Street	5	-	-
Turnpike Lane	5	-	-
Highgate West Hill/North Road jn	5	-	-

North Road/North Hill	15	-	-
Northumberland Park bus stand	200	-	-
Denton Road	35	-	-
Dowsett Road	15	-	-
Downhills Way/Belmont Road	15	-	-
Rokesly Avenue	35	-	-
Hampstead Lane	20	-	-
Bounds Green Road/Park Avenue jn	20	-	-
Wood Green High Road	20	-	-
Contribution from s106 – Lynx Depot, Coppetts Road	50		
Borough Admin	15	-	-
Total Amount of Funding Committed £k	605	120	-

Town Centres and Transport Hubs

- 5.14 The projects in this area meet a wide range of objectives through a single project. These can be 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.
- 5.15 The main project being developed at the moment is around Wood Green tube station and the possibility of introducing a diagonal crossing. We are looking to combine this with s106 funding and other capital to dramatically improve the appearance of this part of the borough.

Table 13: Town Centre and Transport Hub schemes

Scheme Name / Location.	Revised allocation (£k)	Commitment (£k)	Commitment (£k)
	2009/10	2010/11	2011/12
Town Centres			
Wood Green – Provisional Allocation	100	-	-
S106 Wood Green Shopping City	150		
Shopmobility	30	25	
Total Amount of Funding available £k	280	25	-
Station Access			
Wood Green station subject to approval	400	-	-

Other station access schemes subject to approval	-	275	275
Total Amount of Funding Committed £k	400	275	275

Smarter Choices

5.16 Smarter Choices 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 School Travel Plans, Road Safety Education and its own Staff Travel Plan. However, it includes general awareness, education and promotion such as car free day, air monitoring and bike week.

Table 14: Smarter Choices projects

Scheme Name / Location.	Revised allocation (£k)	Commitment (£k)	Commitment (£k)
	2009/10	2010/11	2011/12
School Travel Plans			
Borough wide development: promotion & marketing of STP's, including, banners and newsletters	20	25	-
STA Co-ordinator Post and engineering support	45	55	-
Monitoring & evaluation	30	35	-
STP Implementation – small grants	60	60	-
STP Implementation - Moselle School	5	18	-
Walk to School and Walk on Wednesdays (WOW)	65	70	-
Schools Transition Pack	70	70	-
National Bike Week in Schools	10	15	-
Theatre, music and poetry projects in education	21	20	-
Total Amount of Funding Committed £k	346	388	-
Education, Training and Publicity Schemes			
Junior Citizen Scheme	13	-	-
Senior Citizen Scheme	9	-	-
In Car Safety Awareness	3	-	-
Total Amount of Funding Committed £k	25	-	-
Travel Awareness			
Car free day, Smarter driving event, National Bike Week and Walking works events	24	-	-

Total Amount of Funding Committed £k	24	-	-
Environment			
Purchase and maintenance of mobile air quality monitoring equipment	30	10	-
Greening the environment [tree planting]	10	10	-
Total Amount of Funding Committed £k	70	35	-
Workplace travel plans			
Promotion of travel plans at employers	10	-	-
Total Amount of Funding Committed £k	10	-	-

6. Achievements of 2008/09 Highways Work Plan

- 6.1 The details of the projects with the associated spend in 2008/09 is set out in Tables 3.1 - 3.7 in Appendix 6. The projected total spend on the Highways Work Plan for 2008/09 is shown in Table 15.

Table 15 : Overall investment for 2008/9

Funding Stream	2008/9 Original Allocation (£k)	2008/9 Revised Allocation (£k)	2008/9 Projected Spend (£k)
LIP and other TfL funding	5,360	6,653	6,653
Council Investment	3,600	3,790	3,790
Other Funding	115	542	542
Total	9,075	10,985	10,985

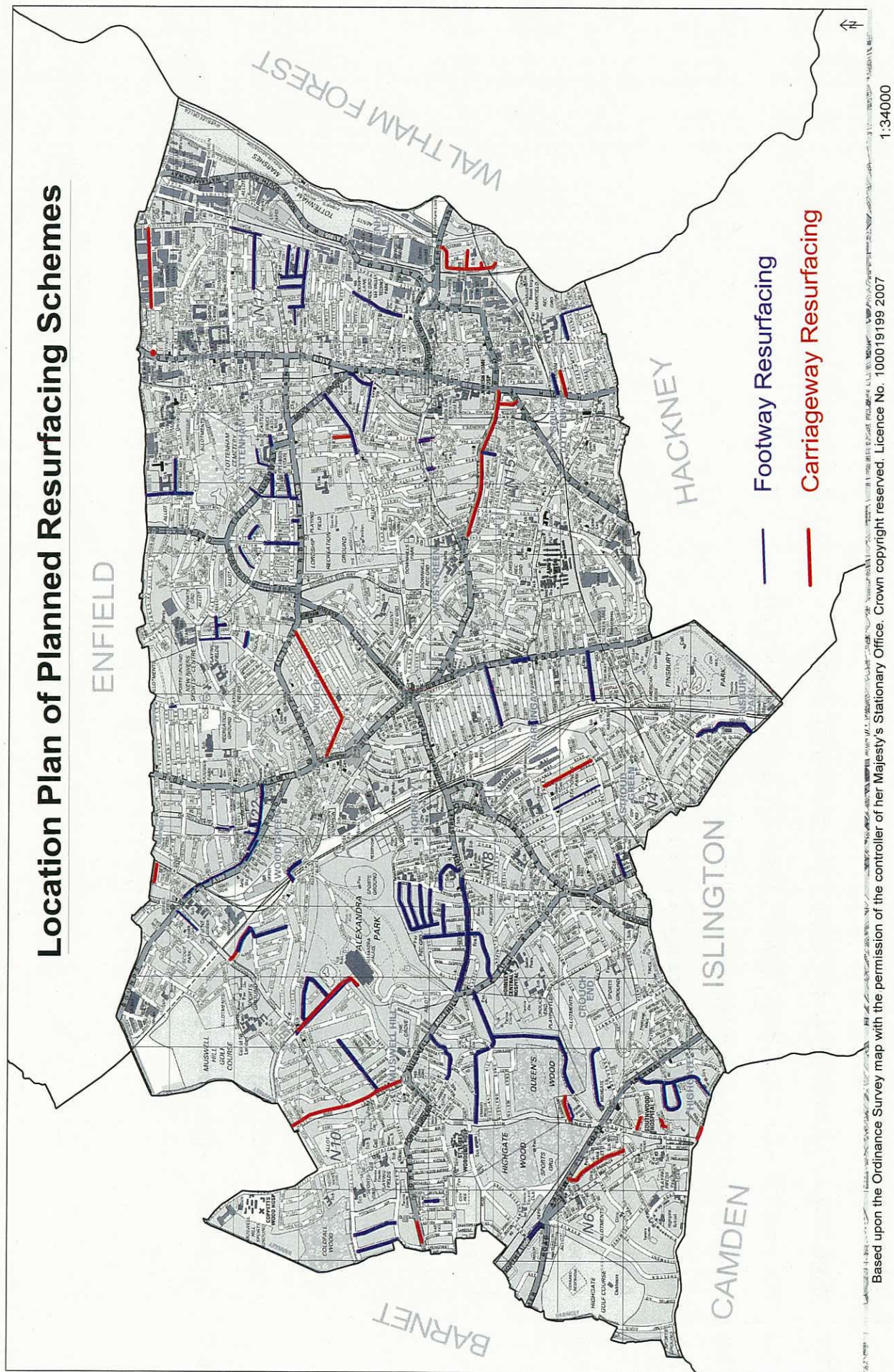
7. Conclusions

- 7.1 This document sets out a detailed and heavy work programme for the Sustainable Transport service for the coming year clearly linking investment to Council priorities on the basis of need and performance. A major focus of the work will be street lighting and pavement renewal. The proposed investment also prioritises the improvements to road safety and improvements to the condition of classified/unclassified roads.

8. Use of Appendices / Tables

- 8.1 Appendix 1 - Location Plan of Planned Resurfacing Schemes**
- 8.2 Appendix 2 – Location Plan of LCN+ routes through the borough**
- 8.3 Appendix 3 – Transport investment by Ward**
- 8.4 Appendix 4 – Type of Consultation for schemes**
- 8.5 Appendix 5 – Highways Work Plan 2008/09 achievements**
- 8.6 Appendix 6 - Programme of Works delivered in 2008/9**
 - Table 3.1 – Summary of LIP Programme 2008/09
 - Table 3.2 – Summary of Highways Investment Programme 2008/09
 - Table 3.3 – Additional sources of funded schemes delivered in 2008/09
 - Table 3.4 – Classified and unclassified roads resurfaced in 2008/09
 - Table 3.5 – Footway maintenance schemes completed in 2008/09
 - Table 3.6 – Flooding alleviated and gully replacement locations completed in 2008/9
- 8.7 Appendix 7 – Progress against Mayoral Targets**

9. Appendix 1: Location Plan of Planned Resurfacing Schemes



11.

Appendix 3 : Transport Investment by Ward

WARD	TRANSPORT AREA	PROJECT
Alexandra	Street Lighting	Roads off Alexandra Road
	Carriageway resurfacing	Colney Hatch Lane; Crescent Rise; The Avenue
	Footway resurfacing	Princes Avenue; Albert Road; The Avenue; Vallance Road; Durnsford Road; Muswell Road
	Cycling LCN plus	Link 81 Archway to Alexandra Palace
Bounds Green	Street Lighting	Roads off Bounds Green Road
	Carriageway resurfacing	Eleanor Road
	Footway resurfacing	Footpath linking Trinity Road and Commerce Road; Wolves Lane, Finsbury Road, Buckingham Road, Trinity Road
	Bus priority	Bounds Green Rd/Brownlow Road junction; Bounds Green Road/Park Avenue junction
Bruce Grove	Street Lighting	Area to the west of Bruce Grove; Lordship Lane [Roundway to Bruce Grove]
	Carriageway resurfacing	Chandos Road
	Footway resurfacing	St Loys Road; The Avenue; Moorefield Road
	Bus stop accessibility	Bruce Grove
	Bus priority	Philip Lane
Crouch End	Street Lighting	Tottenham Lane; Church Lane and some side roads
	Footway resurfacing	Tregaron Avenue; Priory Gardens
	Bus priority	Ferne Park Road; Crouch End Broadway to Church Lane
	Greenways	Parkland Walk
Fortis Green	Street Lighting	General enhancements
	Carriageway resurfacing	Colney Hatch Lane; Fortis Green
	Footway resurfacing	Church Vale; Keynes Close; Gt North Road; Beech Drive; Woodside Avenue, Coppetts Road [S 106]

WARD	TRANSPORT AREA	PROJECT
Harringay	Footway resurfacing	Green Lanes; Effingham Road; Burgoyne Road
	Local safety scheme	Wightman Road, Upper Tollington Park/Endymion Road
	Cycling LCN plus	Link 83 Green Lanes
	Bus priority	Turnpike Lane
Highgate	Street Lighting	Southwood Lane, Stormont Road, Sheldon Avenue
	Carriageway resurfacing	Highgate High St, Southwood Lawn Road, Summersby Road, Somerset Gardens, Talbot Road, Church Road
	Footway resurfacing	Cholmeley Park, South Close, Queens Wood Road, Cholmeley Crescent
	Bridges and structures	Highgate Hill retaining wall
	Greenways	Parkland Walk
	Bus priority	Highgate High St, West Hill/North Road jn; North Road/North Hill jn; Hampstead Lane
	Cycling LCN plus	Link 81 Archway to Alexandra Palace
Hornsey	Footway resurfacing	Inderwick Road, Rectory Gardens; North View Road; Hawthorn Road; Beechwood Road, South View Road
	Local safety schemes	Tottenham Lane
	Bus priority	Middle Lane/Rokesly Ave/Elmfield Ave; Crouch End Broadway to Church Lane
Muswell Hill	Street Lighting	Roads off Alexandra Park Road
	Footway resurfacing	Park Avenue South, Wood Vale, Woodside Avenue, St James's Lane, Park Avenue North, Priory Road, Cranley Gardens, Clovelly Road
	Bridges and structures	Springfield Avenue retaining wall
	Greenways	Parkland Walk
	Cycling LCN plus	Link 81 Archway Road to Alexandra Palace

WARD	TRANSPORT AREA	PROJECT
Noel Park	Carriageway resurfacing	Gladstone Avenue
	Bridges and structures	Wood Green City Bridge over High Road; Westbury Avenue bridge
	Environmental enhancements [S 106]	Wood Green Shopping City
	Local safety schemes	Westbury Avenue
	Walking	Walking route Wood Green to Seven Sisters, footway enhancements [S 106]
	Cycling	Cycle parking at Wood Green
	Bus stop accessibility	Station Road, Westbury Avenue/Lordship Lane
	Bus priority	Turnpike Lane, Wood Green High Road
	Town Centre	Wood Green
	Local area accessibility	Wood Green Shopmobility
	Station access	Wood Green station
Northumberland Park	Carriageway resurfacing	Brantwood Road
	Local safety schemes	Watermead Way/Marigold Road jn
	Bus priority	Northumberland Park bus stand
St Ann's	Street Lighting	Roads to the south of West Green Road
	Carriageway resurfacing	West Green Road
	Cycling LCN plus	Link 83 Green Lanes
	Environmental enhancements [S 106]	Cornwall Road
Seven Sisters	Carriageway resurfacing	Ferndale Road
	Footway resurfacing	Grovelands Road, Crowland Road, Gladesmore Road
	Bus priority [S106]	Grovelands Road
Stroud Green	Carriageway resurfacing	Denton Road
	Footway resurfacing	Woodstock Road
	Local safety schemes	Upper Tollington Park/Endymion Road
	Greenways	Parkland Walk
	Bus priority	Ferme Park Road, Denton Road

WARD	TRANSPORT AREA	PROJECT
Tottenham Green	Carriageway resurfacing	Suffield Road, West Green Road
	Footway resurfacing	Lawrence Road, Jansons Road, Kirkton Road
	20mph zones	Tottenham Hale area Phase 2A
	Walking	Walking routes Wood Green to Seven Sisters and Tottenham to Lee Valley
	Bus priority	Philip Lane
Tottenham Hale	Street Lighting	Ferry Lane, Jarrow Road
	Carriageway resurfacing	Jarrow Road, Manor Road
	Footway resurfacing	Park View Road, Poynton Road, Siddons Road, Glendish Road, Halefield Road, Asplins Road, Stirling Road, Shelbourne Road, Tilson Road, Wycombe Road
	Bridges and structures	Watermead Way bridge
	Local safety schemes	Watermead Way/Burdock Road junction
	Walking	Walking route Tottenham to Lee Valley
	Bus priority	Dowsett Road
West Green	Carriageway resurfacing	Moira Close
	Local safety schemes	Westbury Avenue
	20mph zone	Downhills Park area
	Walking	Walking route Wood Green to Seven Sisters
	Bus stop accessibility	Westbury Avenue/Lordship Lane
	Bus priority	Philip Lane, Downhills Way/Belmont Road junction
	Parking enhancements [S 106]	Milton Road]
White Hart Lane	Street Lighting	White Hart Lane, Lordship Lane [Roundway to Bruce Grove]
	Footway resurfacing	Bedwell Road, Weir Hall Road, Waltheof Ave, Walden Road, White Hart Lane, Gedenev Road, Tower Gardens Road, Risley Avenue, Smithson

WARD	TRANSPORT AREA	PROJECT
		Road, Oak Avenue, Awlfield Ave, All Hallows Road
	Bus stop accessibility	Lordship Lane
	Bus priority	The Roundway
Woodside	Street Lighting	White Hart Lane, Wolves Lane
	Carriageway resurfacing	Croxford Gardens
	Footway resurfacing	The Crossway, Croxford Gdns, Paisley Road, Trinity Road, Bounds Green Road
	Cycling	Cycle parking at Wood Green
	Bus stop accessibility	Station Road, Westbury Avenue/Lordship Lane
	Bus priority	The Roundway, Bounds Green Road/Park Avenue junction
	Station access	Wood Green station
BOROUGH WIDE PROJECTS		
Bridges and Structures		Height restriction signs
Road safety initiatives		Schemes to be identified
Road safety Education, Training and Publicity		Junior Citizen, Senior Citizen, In Car safety awareness
Walking		Pedestrian accessibility improvements
Cycling		Advance stop lines at signalised junctions, cycle training programme, cycle parking programme
School travel plans		Wide range of projects as detailed in Appendix 2
Travel awareness		Car free day, smarter driving event, National Bike Week, Walking Works events
Environment		On-street recharging facilities for electric vehicles, mobile air quality monitoring equipment, tree planting
Workplace Travel Plans		Promotion of workplace travel plans with employers
Local Area Accessibility		Pedestrian accessibility measures
Non-specific allocation		Proposals to be developed

12. Appendix 4: Type of Consultation for schemes

Scheme Name / Location.	Revised Allocation (£k)	Consultation Type		
	2009/10	Notification	Statutory Notification	Full Consultation
Principal Road Renewal				
West Green Road, N22 (High Road – Spur Road)	375	✓	✓	
Fortis Green between Eastern Road and Western Road	60	✓	✓	
Local Safety Schemes				
Wightman Road between Turnpike Lane and Endymion Road	100	✓	✓	
Westbury Avenue between Turnpike Lane and Lordship Lane	150	✓	✓	
Upper Tollington Park and Endymion Road	80	✓	✓	
Watermead Way junctions with Burdock Road and Marigold Road	60	✓	✓	
Tottenham Lane between Park Road and Priory Road/High St	130	✓	✓	
Future Scheme Development	40	N/A	N/A	N/A
20mph zones				
Downhills Park area	300	✓	✓	
Tottenham Hale area Phase 2A	75	✓	✓	
Education, Training and Publicity Schemes				
Junior Citizen Scheme	13	N/A	N/A	N/A
Senior Citizen Scheme	9	N/A	N/A	N/A
In Car Safety Awareness	3	N/A	N/A	N/A
Walking				
Walking route from Wood Green to Seven Sisters	50	✓		
Walking route from Tottenham to Lee Valley	20	✓		
Pedestrian accessibility improvements	75	✓		
Cycling – Non LCN+				
Greenways cycle and pedestrian corridors	40	✓	✓	
Cycle Training Programme	80	N/A	N/A	N/A
Cycle Parking borough wide	30	N/A	N/A	N/A

ASLs at signalised junctions	20	✓		
Secure cycle parking at Wood Green	3	N/A	N/A	N/A

Cycling – LCN+				
Link 81 A1 Archway Road to Alexandra Palace station	164	✓	✓	
Link 79 Bounds Green Road junction with Truro Road and pedestrian crossing	37	✓	✓	
Link 83 Green Lanes	100	✓		
Sector fees to oversee the North East Sector Boroughs	15	N/A	N/A	N/A
Bus Stop Accessibility				
Station Road, N22	34	✓		
Westbury Avenue/Lordship Lane/Bruce Grove	45	✓		
Bus Priority				
The Roundway	55	✓		
Bounds Green Road/Durnsford Road/Brownlow Road	10	✓		
Ferme Park Road	5	✓		
Philip Lane	5	✓		
Middle Lane/Rokesly Avenue/Elmfield Avenue	5	✓		
Highgate High Street	5	✓		
Crouch End Broadway to Church Lane	70	✓		
Turnpike Lane	5	✓		
Highgate West Hill/North Road junction	5	✓		
North Road/North Hill	15	✓		
Northumberland Park bus stand	200	✓		
Denton Road	35	✓		
Dowsett Road	15	✓		
Downhills Way/Belmont Road	15	✓		
Rokesly Avenue	35	✓		
Hampstead Lane	20	✓		
Bounds Green Road/Park Avenue jn	20	✓		
Wood Green High Road	20	✓		
Borough Admin	15	N/A	N/A	N/A
Town Centres				
Wood Green – nominal allocation	100			

School Travel Plans				
Borough wide development: promotion & marketing of STP's	10	N/A	N/A	N/A
STP Co-ordinator Post	25	N/A	N/A	N/A
Monitoring & evaluation	30	N/A	N/A	N/A
STP development. Engineering resource to implement & develop physical / structural requirements of STP's	20	N/A	N/A	N/A
STP newsletter once a term	10	N/A	N/A	N/A
STP Implementation - Small Grants	60	N/A	N/A	N/A
STP implementation - lineage and signage	20	✓	✓	
STP Implementation - Moselle School	5	✓	✓	
Walk to school	5	N/A	N/A	N/A
Schools Transition Pack	70	N/A	N/A	N/A
Walk on Wednesdays WOW	60	N/A	N/A	N/A
National Bike Week in Schools	10	N/A	N/A	N/A
Poetry competition	1	N/A	N/A	N/A
Theatre in Education	15	N/A	N/A	N/A
Music project in secondary schools	5	N/A	N/A	N/A
Travel Awareness				
Car free day	9	✓		
National bike week	7	N/A	N/A	N/A
Walking Works events	3	N/A	N/A	N/A
Smarter driving event	5	N/A	N/A	N/A
Environment				
Installation of on-street recharging facilities for electric vehicles	30	✓	✓	
Purchasing and maintenance of mobile air quality monitoring equipment	30	N/A	N/A	N/A
Greening the environment	10	✓		
Local Area Accessibility				
Local area schemes	40	✓		
Shopmobility	30	N/A	N/A	N/A
Workplace travel plans				
Promotion of travel plans with employers	10	N/A	N/A	N/A
Station access				

Wood Green subject to approval	400	✓		
Non-specific allocation	100	N/A	N/A	N/A
Core Funding Admin Support NLTF	65	N/A	N/A	N/A
Council Capital Investment				
Street lighting new columns	2000	✓	✓	
Classified and Unclassified roads resurfacing	800	✓	✓	
Footway relaying	2000	✓	✓	
Bridges and highway structures	240	✓	✓	
Parking Plan				
Controlled Parking Zones (CPZ)				
New schemes and Extensions to existing zones	395	✓	✓	✓
Pay and Display				
Schemes to be identified	90	✓	✓	✓
Lines, signs and TMO compliance	115	✓	✓	✓
Road Safety update				
Additional Road Safety Initiatives	100	✓	✓	
Other sources of funding				
Planning S 106/S 278	337	✓	✓	

13. Appendix 5 – Highways Work Plan achievements 2008/09

- 9.1 **Local Safety Schemes** – projects delivered comprised upgraded zebra crossing on Lordship Lane by Waltheof Avenue and kerb buildouts on side roads between The Roundway east and west; anti skid surfacing on Philip Lane; upgrade belisha beacons on West Green Road; new pedestrian crossing of The Roundway west by Gospatrick Road as well as development work for the White Hart Lane/High Road junction and investigative work for future safety schemes.
- 9.2 **School Travel Plan** - delivered engineering schemes at Stroud Green, Bruce Grove and St Gildas and St Peters primary schools and at Coleridge primary school. In addition a wide range of soft measures have been put in at a number of schools.
- 9.3 **20mph Zones** – completed Tottenham Hale phase 1.
- 9.4 **Walking** – pedestrian accessibility enhancements in various locations; enhancement to footway on Hornsey High Street near to St Mary's school.
- 9.5 **Principal Road Maintenance** – scheme completed on Wood Green High Road between Truro Road and borough boundary with Enfield.
- 9.6 **Cycling** – 80 additional cycle stands have been installed; cycle training has been delivered at schools and for individuals living or working in Haringey; the LCN plus cycle route programme delivered Improvements to Links 78, 79 and link 82 in Crouch End Broadway and carried out further studies for Links 80, 81, 82 & 83. Three Greenways cycle and pedestrian corridors are being progressed including Parkland Walk.
- 9.7 **Town Centres** – a major refurbishment of Tottenham Town Centre has been completed including better street lighting, footway works, bus stop improvements, entry treatments, cycle facilities and pedestrian crossing improvements.
- 9.8 **Travel awareness** – we organised a number of events through out the year including organising the very successful car free day, participating in Haringey Green Fair, walk to work campaign and Dr Bike sessions.
- 9.9 **Environment** – we have obtained a third electric vehicles which will be used by Council officers as part of the staff travel plan. We have installed charging facilities for electric vehicles in Council car parks for use by the community.
- 9.10 **Bridges** – interim measures completed for Burgoyne Road, Duckett Road, Mattison Road, Stapleton Hall Road and Buckingham Road bridges and repairs to retaining wall on Highgate Hill.
- 9.11 **Bus Priority** – engineering measures in Lansdowne Road and Brownlow Road completed with studies of The Roundway, Turnpike Lane and Highgate.
- 9.12 **Bus stop accessibility** – bus stop accessibility completed in St Ann's Road, Philip Lane, Black Boy Lane and North Hill.
- 9.13 **North Circular Road** – traffic management schemes completed in Creighton Avenue, and Woodside Avenue.

- 9.14 **Car Clubs** – provision of 41 car club bays throughout the borough.
- 9.15 **Council Investment – Highways Planned Maintenance** – delivered £1.6m resurfacing programme including improvement of the network. This equated to 2.3km of predominantly non principal classified roads. In addition 21 footway locations amounting to 9.7km has been relaid.
- 9.16 **Council Investment – Street Lighting renewals** – delivered £940,000 renewal programme for replacement of street lighting. This equated to approximately 640 columns.
- 9.17 **CPZ's** – schemes implemented in Highgate, Crouch End, Finsbury Park, Fortis Green, Wood Green and Green Lanes and pay and display parking on Hornsey High Street.
- 9.18 **Spine Road** – construction of the spine road linking Western Road and Clarendon Road and providing essential road access to pump prime development in Haringey Heartlands has been completed and opened for traffic.

14. APPENDIX 6 – Programme of Works delivered in 2008/9

TABLE 3.1 – SUMMARY OF LIP PROGRAMME AND OTHER TFL FUNDING 2008/09

HARINGEY		
LIP PROGRAMME	Original 2008/9 Allocation (£k)	2008/9 Projected Outturn (£k)
Principal Road Maintenance	400	400
Bridge Assessment & Strengthening	995	131
Local Safety Schemes	545	595
20mph zones	180	180
ETP (Education, Training and Publicity)	23	23
Walking	135	200
Cycling LCN+	802	902
Cycling Non-LCN+ schemes inc Greenways	130	355
Bus Stop Accessibility	208	209
Bus Priority	205	444
Town Centres	1,000	1,602
School travel plans	612	682
Environment	55	64
Travel Awareness	30	30
Local area accessibility	40	40
Sub Total	5,360	5,857
A406	0	766
Car Clubs	0	30
TOTAL	5,360	6,653

All schemes are on target to spend at Revised LIP Allocation levels by 31st March 2009.

TABLE 3.2 – SUMMARY OF HIGHWAYS INVESTMENT PROGRAMME 2008/09

HARINGEY		
PROGRAMME	Original 2008/9 Budget (£k)	Revised 2008/9 Budget (£k)
Road Resurfacing	700	650
Parking Plan	300	600
Footway Resurfacing	1,000	1,000
Road Safety	300	300
Street Lighting	1,000	940
Flood relief including gullies and gully pots	300	300
Haringey Heartlands Spine Road	400	400
TOTAL	4,000	4,190

* Projected spend on all schemes is currently on target.

TABLE 3.3: ADDITIONAL SOURCES OF FUNDING IN 2008/09

SCHEME	2008/9 Budget (£k)	2008/9 Projected Spend (£k)
Church Road	7	7
Lordship Lane	25	25
Williamson Road, Green Lanes	97	97
Former Middlesex University, Bounds Green Road	176	176
136 Wood Green High Road	50	50
Penstock footpath	36	36
Grovelands Road	40	40
College Road	19	19
Total Section 106	450	450
Former Hornsey waterworks	22	22
Homebase, Green Lanes	33	33
Lordship Lane Health Centre	2	2
Queen Street	5	5
Former Middlesex University	20	20
Tiverton Road	10	10

SCHEME	2008/9 Budget (£k)	2008/9 Projected Spend (£k)
Total Section 278	92	92
Total Section 106/278	542	542

TABLE 3.4 CLASSIFIED AND UNCLASSIFIED ROADS RESURFACED IN 2008/09

SCHEME NAME / LOCATION		
Ward	CLASSIFIED ROADS	
1	Alexandra	Alexandra Park Road, N10
2	Hornsey	Rokesly Avenue, N8
3	Stroud Green	Stapleton Hall Road, N4
Ward	UNCLASSIFIED ROADS	
1	Stroud Green	Mayfield Road, N8
2	Tottenham Hale	Ladysmith Road, N17
3	Hornsey	Inderwick Road, N8
4	Stroud Green	The Grove, N4
5	Muswell Hill	Priory Road [service road], N8
6	Bounds Green	Queens Road, N11
7	Bounds Green	Fletton Road, N11
8	Northumberland Park	Willoughby Park Road, N17
9	Bruce Grove	Forster Road, N17

TABLE 3.5 – FOOTWAY MAINTENANCE SCHEMES COMPLETED 2008/09

FOOTWAY MAINTENANCE SCHEMES COMPLETED IN 2008/09		
Ward		
1.	Muswell Hill	Woodland Rise, N10
2.	White Hart Lane	Jellicoe Road, N17
3.	Northumberland Park	Lealand Road, N15
4.	Harringay	Raleigh Road, N8
5.	Bounds Green	Footpath, Bounds Green Road, N11
6.	Tottenham Hale	Holcombe Road, N17
7.	Harringay	Wightman Road, N8

8.	Northumberland Road	Park Lane, N17
9.	St. Ann's	Etherley Road, N15
10.	Highgate	Highgate Avenue, N6
11.	Seven Sisters	Crowland Road, N15
12.	Seven Sisters	Wargrave Road, N15
13.	Hornsey/Stroud Green	Inderwick Road, N8
14.	Bounds Green	Nightingale Road, N22
15.	Seven Sisters	Ferndale Road, N15
16.	Hornsey	Hillfield Avenue, N8
17.	Fortis Green	Bancroft Avenue, N2
18.	Northumberland Park	Northumberland Park, N17
19.	Bounds Green	Palmerston Road, N22
20.	Tottenham Hale	Rycroft Way, N17

TABLE 3.6– FLOODING ALLEVIATED AND GULLY REPLACEMENT LOCATIONS DURING 2008/09

Road Name	Ward
Moselle Brook, N17	White Hart Lane
High Road, N22	Noel Park & Woodside
Ferry Lane, N15	Tottenham Hale
High Road, N17	Northumberland Park
Lancaster Road, N15	Stroud Green
Mark Road, N22	Noel Park
Crawley Road, N15	West Green
Nightingale Lane N8	Hornsey
Rangemoor Road N15	Tottenham Green
Fortis Green Road, N10	Fortis Green

TABLE 3.7– DETAILS OF POTHOLES REPAIRED IN INDIVIDUAL WARDS DURING 2008/09 (update as at January 2009)

Ward	Number of potholes identified and repaired
Highgate	265
Muswell Hill	100
Crouch End	130

Fortis Green	207
Alexandra	90
Northumberland Park	171
Stroud Green	101
Hornsey	80
Woodside	83
West Green	128
Bounds Green	222
Tottenham Green	131
Tottenham Hale	130
White Hart Lane	63
Seven Sisters	82
St Ann's	25
Bruce Grove	60
Noel Park	46
Harringay	38
Total	2152

15 Appendix 7: Progress against Mayoral Targets

TfL report Borough progress against MTS performance indicators. The report covers 2007 or 2007/8 as appropriate and relates to 14 performance indicators as detailed below.

In summary, we are on track or have met 11 of the 14 PIs. Of those that are not on track, the number of motorcyclists killed and seriously injured are small in absolute number [18 in 2007], making meeting the target a challenge in the context on rising motorcycle usage in inner London. The shortfall in funding for principal road network has meant that schemes for Wood Green High Road, Westbury Avenue and Watermead Way will not be progressed in 2009/10 nor West Green Road in 2008/9.

1. Improving road safety				
	Base year	Change since baseline	Progress against linear trajectory and Mayor's target	Comments
1a – 1 No. of people killed and seriously injured [Target – 50% reduction by 2010 – 80 KSI]	1994/8 average	-51%	On track	Council target should match Mayor's
1a – 2 No. of pedestrians killed and seriously injured [Target – 50% reduction by 2010 – 33 KSI]	1994/8 average	-49%	On track	Council target should match Mayor's

<p>1a – 3 No. of cyclists killed and seriously injured [Target – 50% reduction by 2010 – 6 KSI]</p>	<p>1994/8 average</p>	<p>-42%</p>	<p>On track</p>	<p>Council target should match Mayor's. Although we are on target absolute numbers are very small [12 KSI on average between 1994/8]</p>
<p>1a – 4 No. of motorcyclists killed and seriously injured [Target – 50% reduction by 2010 – 13 KSI]</p>	<p>1994/8 average</p>	<p>-14%</p>	<p>Not on track</p>	<p>Absolute numbers are very small making meeting the target difficult [21 KSI on average between 1994/8] against a background of rising motorcycle ownership.</p>
<p>1b – No. of children killed and seriously injured [Target – 60% reduction by 2010 – 9 KSI]</p>	<p>1994/8 average</p>	<p>-65%</p>	<p>On track</p>	<p>Absolute numbers are very small making meeting the target difficult [23 KSI on average between 1994/8]</p>

1c – No. of slight casualties [Target – 25% reduction by 2010 – 758 slight]	1994/8 average	-30%	On track	Council target should match Mayor's.
2 No. of primary and secondary schools with travel plans in place [Target – 100% of schools by 2008]	2004/5	94	Met	Previous years assessment has been based on no. of travel plans in place as well as no. of plans reviewed.
2. Improving bus journey time and reliability				
3. Bus excess wait time on high frequency routes [Target – 1.3 minutes by 2009/10]	2000/1	1.1	On track	London-wide target. Boroughs not required to report borough specific data.
4.1 Average bus journey time on LBI routes within the Borough – AM peak [Target – reduce of maintain at 2005 levels, bus journey times on LBI	2005		On track	Only data for one route [5 routes in LBI]; issue that performance is not directly influenced by an individual borough – eg delays to a route may occur in

routes]				adjoining boroughs; utility road works can delay buses but is largely outside our control.
4.2 Average bus journey time on LBI routes within the Borough – Interpeak [Target – reduce of maintain at 2005 levels, bus journey times on LBI routes]	2005		On track	Comment as above.
4.3 Average bus journey time on LBI routes within the Borough – PM peak [Target – reduce of maintain at 2005 levels, bus journey times on LBI routes]	2005		Not on track	Comment as above
3. Relieve traffic congestion and improve journey time				
5.1 Traffic volume [million veh-	2001	3%	On track	TfL considered Haringey an

<p>kms] in Borough [Target – reduction in growth in outer London of a third ie 5% growth between 2001 and 2011]</p>				<p>Inner London borough in our preparation of the LIP and hence were required to achieve zero traffic growth; TfL are now stating we are an Outer London borough and therefore have a target of 5% growth.</p>
<p>5.2 Traffic volume [million veh kms] in Metropolitan town centres [Target – zero growth in veh/kms between 2001 and 2011]</p>	2001	<p>See comment; traffic volume increased between 2004 and 2005.</p>	See comment	<p>Data not available on veh/kms for town centres. TfL provided data on absolute traffic volumes for Wood Green based on counts for our interpretation</p>
<p>7. Proportion of personal travel made by mode [Target to maintain or increase the proportion of personal travel made by means</p>	2008 [73%]	See comment	N/A	<p>2008 is the first year for which data is available. London Travel Demand Survey [LTDS] being used.</p>

other than the car]				
8. No. of schools where review of travel has been completed [Target – to review all schools by March 2008]	2004/5	94	Met	Performance should be amended to 95 as there is an additional school
5. Accessibility and social inclusion on the transport network				
10. Trips made by equality and inclusion target groups under represented in the public transport market [Target – TfL and boroughs are to achieve year-on year improvements in the proportion of trips made by equality and inclusion target groups particularly disabled	2008; trip rate per person for trips on public transport by disabled people – 0.45	See comment	N/A	Date based on LTDS. The data collected is absolute numbers and trip rate and not the proportion. Absolute survey numbers are very low.
	2008; trip rate per person for trips on public transport by older people – 0.79	See comment	N/A	As above

people and women travelling at night]	2008; trip rate per person for trips on public transport by women between 19.00 and 07.00 – 0.09	See comment	N/A	As above; data should relate to women travelling <u>alone</u> to be of use but this is not stated
6. Encourage walking by improving the street environment				
12. TfL and boroughs are to achieve an increase of at least 10% in journeys made on foot per person in London between 2001 and 2015 [Target of 280 trips per person on foot by 2015]	2008; 267 trips	N/A	N/A	Target based on linear trajectory of 5% increase between 2008 and 2015 due to lack of earlier data. Data from LTDS.
7. Encourage cycling by improving the street environment				
13. TfL and boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2015 [Target	2008; 2.7 million cycle trips per annum	N/A	N/A	Target based on linear trajectory of 40% increase between 2008 and 2015 due to lack of earlier data. Data from LTDS

of 3.8 million trips per annum]				
8. Bringing transport infrastructure to a state of good repair				
14. TfL and boroughs are to bring all A roads and Busy Bus Routes up to serviceable standard [Target - UKPMS score of <70 by 2010 for all A roads and Busy Bus Routes]	2003/4 based on Coarse Visual Inspection [CVI] - 10.25%	- 4.75%	Not on track	Data based on A roads only. We are heavily reliant on TfL funding through the LIP funding submission. Allocations against bids over the last 3 years have been on average 38% leading to an increasing backlog to resurfacing of principal roads.



Haringey Council

Agenda item:

[No.]**Cabinet****On 8 September 2009**

Report Title: Transport Proposals for 2010/11 – Submission to TfL for Funding

Report of : Niall Bolger, Director of Urban Environment

Signed :

Contact Officer : Joan Hancox, Head of Sustainable Transport

Wards(s) affected: All

Report for: Key Decision

1.0 Purpose

1.1 The purpose of this report is to set out the Council's transport proposals for 2010/11 based on the reforms to the Local Implementation Plan (LIP) funding system.

1.2 The report will provide details of the reforms and seek Member approval for the submission to Transport for London (TfL) for funding for 2010/11.

2.0 Introduction by Cabinet Member

2.1 Our funding submission reflects much of the Council's transport priorities and seeks to improve the local environment in areas of greatest need particularly reducing road user casualties, introducing 20mph zones, supporting the Boroughs main town centres and supporting the regeneration of the Borough.

2.2 This is the first year of a new LIP funding system and our proposals for future years will be subject to further development and consultation.

3.0 State link(s) with Council Plan Priorities and actions and /or other Strategies:

3.1 Mayors Statement of Intent including possible high level outcomes arising from the draft Mayor's Transport Strategy

3.2	Local Implementation Plan for implementing the previous Mayor's Transport Strategy
3.3	Greenest Borough Strategy to implement through an action plan sustainable transport policies
3.4	Clean Streets Council Priority
3.5	Area Neighbourhood Plans
3.6	Building Schools for the Future programme of new or expanded schools
4.0	Recommendations
4.1	It is recommended that the Cabinet: <ul style="list-style-type: none"> (i) Note the new funding system for LIP submissions. (ii) Approve the submission to Transport for London as set out in Appendix III of this report.
5.0	Reason for recommendation
5.1	The new funding system is designed to reduce bureaucracy, increase certainty of funding levels and provide boroughs with more freedom and flexibilities on how the money is spent.
5.2	The funding submission has been identified through a prioritisation process, which has identified key issues linked to the Mayor's and our own transport strategies to determine the locations chosen.
6.0	Other options considered
6.1	The funding submission contained in Appendix III of this report has been identified through a prioritisation process.
7.0	Background
7.1	This report sets out proposals for the Council's funding bid to Transport for London for transport schemes for 2010/11. There have been significant changes to the way that TfL allocates its funding and this provides much more freedom to the Council to determine its transport priorities for expenditure. This report sets out the prioritisation process which has been followed, the key issues identified and the proposals for expenditure.
7.2	Our submission to TfL needs to be made by 21 September 2009 and the proposals will also be discussed with the Haringey Transport Forum prior to submitting.
7.3	Boroughs are encouraged to address the following as part of their delivery plans: <ul style="list-style-type: none"> • Implementation of more shared space and simplified streetscape projects

including de-cluttering, removing unnecessary guard railing and road markings and improved streetscape design.

- Increased provision for cyclists including providing more cycle parking and supporting the delivery of the Mayor's cycle hire scheme, the provision of cycle highways and the development of cycle hubs.
- Support for electric vehicles and new charging points.
- Provision of more car club bays.
- Reducing unnecessary traffic lights.
- Avoiding the use of road humps.

7.4 TfL will assess the Borough's proposals to ensure that they are in general conformity with the Mayor's Transport Strategy. They will confirm allocations for all the programmes in November/December 2009.

8.0 Categories for Funding

8.1 Each year the Council needs to submit a bid to TfL for its transport funding. Previously, there were about 20 different categories under which the Council could apply for funding and bids were assessed against set criteria, with the borough usually receiving less than its bid. From 2010/11, TfL funding will be split into just 5 areas.

8.2 The first area is **Maintenance** and this will be allocated on a needs basis, using information on the condition of TfL controlled Principal Roads and Bridges. In the past we have usually received in the region of £400,000 for Principal Roads maintenance and we expect to receive a similar amount for 2010/11.

8.3 The second area is **Corridors** and we have defined these as the 'A' roads in the borough. TfL is looking for holistic schemes for key corridors that address issues relating to the smoothing of traffic flow, bus reliability, safety, cycling (inc cycle parking and Olympic cycle networks), public realm and removal of clutter. The maximum funding that the Council could expect for this category would be £1,341,000.

8.4 **Neighbourhoods** is the third area for funding. Here and in this section TfL are looking for local area improvements including CPZs, 20mph zones and also work on Legible London programme of innovative street signage, reduction of street clutter and an expansion of the number of electric charging points. The maximum funding that the Council could expect for this category would be £1,068,000.

8.5 The fourth area is **Smarter Travel** which includes travel plans for schools, hospitals and businesses, plus more travel awareness initiatives potentially integrating with corridor or neighbourhood programmes. The maximum funding that the Council could expect for this category would be £298,000.

- 8.6 The last area is **Area Based Schemes (ABS)** where there is a bidding process for funding for larger schemes costing over £250,000. We already have funding for two ABS, Wood Green Station Access project and Wood Green Town Centre feasibility study.
- 8.7 There is also additional flexibility in being able to transfer up to 20% to different programme areas as well as £100,000 for the Council to use on any transport scheme of its choice.
- 8.8 The total funding which could be allocated is £2.807m. This does not however included Maintenance, which is allocated on a needs basis and Area Based Working, which has a separate bidding process.
- 9.0 Prioritisation Process**
- 9.1 Whilst the change to the LIP funding system is welcomed as it allows boroughs to be flexible in developing and implementing projects, subject to them being in compliance with the emerging Mayor's transport strategy, it does throw up challenges in identifying particular schemes and programmes. To enable us to come to an objective method of allocating funds to specific projects/programmes a process for identifying priority Corridors and Neighbourhoods is proposed.
- 9.2 As this is the transition year for the revised funding process there will be a need to include some carry over of schemes from the current financial year. These schemes are currently at the feasibility / consultation stage for implementation in 2010/11. It is intended that these schemes be included in the Neighbourhoods submission using the 20% flexibility, as highlighted in paragraph 8.7 above.
- 9.3 **Corridors** - It is proposed that the Corridors are based on the A road network in the borough excluding TLRN routes as these roads are likely to present the greatest problems. Other roads such as B roads would be addressed through Neighbourhood funding.
- 9.4 The criterion used to prioritise corridors is set out in Appendix I.
- 9.5 The Corridor prioritisation process has been completed and identified High Road (Wood Green) /Green Lanes and the section of High Road (Tottenham) north of Bruce Grove as priority Corridors.
- 9.6 **Neighbourhoods** - The following programmes fall under this new programme: 20mph zones, freight, regeneration, environment, accessibility and CPZs.
- 9.7 The criterion used to prioritise neighbourhoods is set out in Appendix II.
- 9.8 The Neighbourhood prioritisation process has been completed and identified the areas around Bounds Green, Hornsey Park and Tottenham Hale as priority areas.
- 9.9 It will be necessary to include some carry over of schemes from this year within the Neighbourhoods submission to ensure implementation of these schemes.

The areas identified are the Palace Gates Area, Bidwell Gardens Area and Wightman Road.

9.10 The key customer experience we want to promote on all schemes is that people feel safe to use Haringey streets, especially for walking, cycling or using public transport.

9.11 With this in mind emphasis will be placed on the feasibility of the development of safe and segregated cycle routes and decluttering of street furniture to assist cyclists and pedestrians.

9.12 Where possible we want to link our LIP funded schemes with our capital investment programmes on roads, pavements, street lighting, road safety, Parking Plan and structures.

9.13 The approach to developing the proposals for next year and beyond has looked at:

- a) the issues identified for each corridor or neighbourhood that need to be addressed and the Mayor's Transport Strategy and key outcomes
- b) an approach which addresses all aspects of behaviour change, including enabling, engaging, encouraging and leading by example.

10.0 Proposed Schemes for 2010/11

10.1 Corridors

10.2 The main corridor identified is the High Road (Wood Green) and Green Lanes. This corridor has been identified as one of the key corridors in London for accommodating the growth in travel over the next twenty years. It therefore needs to perform a strategic role in terms of moving people through the borough, as well as support Wood Green and Green Lanes shopping centres. TfL and the borough have started work on a transport study which is looking at the corridor and surrounding residential areas in a holistic way, as there are many issues which need to be addressed including congestion, road safety, traffic management, bus service reliability, parking and loading. A further important aspect is to dramatically improve the appearance of the area and the quality of the public realm.

10.3 However, it will take at least a further year to complete all the studies necessary and develop an integrated set of proposals to tackle some of the issues mentioned. It will also be necessary for there to be consultation to agree the most important issues to address, given both the strategic and local importance of this route.

10.4 As this is a major project, spanning a number of years, we will be looking to supplement our standard LIP allocation with Area Based Scheme funding. We have already received some initial funding to develop a scheme around Wood Green High Road and we would be looking to increase this to cover Green Lanes.

- 10.5 For 2010/11, we will be looking at the stretch of High Road, north of Wood Green tube station and the surrounding areas, to see whether improvements can be made to meet the Mayor's Transport Strategy on walking, cycling and journey time reliability for both buses and other traffic.
- 10.6 We will also make some initial improvements along the length of the corridor by reviewing signage to reduce clutter and whether improvements are needed to provide clearer direction to drivers. This will include a review of the existing provision of guardrails and cycle facilities including cycle parking. This will also be linked with the expansion of car club bays and electric charging points.
- 10.7 Harringay/St Ann's held a special area assembly on transport in April 2008 as it is a key issue for this area, where there is also high dissatisfaction in the area with regard to congestion and parking. The proposed holistic approach should ensure that many of the local issues are considered in the development of proposals for this area.
- 10.8 Tottenham High Road – We will look at carrying out environmental improvements to the section of Tottenham High Road that has not currently had any improvement work i.e. the section between Lansdowne Road and Park Lane.
- 10.9 **Cycling**
- 10.10 Cycling now falls under the Corridors category of funding. The Mayor's proposals for Cycle Highways will influence our cycle proposals for corridors. Two of the proposed routes would run through Haringey, one from Archway and one from Tottenham.
- 10.11 **Neighbourhoods (Local Areas)**
- 10.12 Our approach to Neighbourhoods will be based on four key priorities:
- The introduction of a 20mph speed limit or zones to all residential areas and some 'B' roads.
 - Using school travel plans to develop proposals for integrated engineering and travel awareness work in school catchment areas where either i) the schools have a high car modal share and/or ii) the schools have achieved or aiming to achieve accreditation for their school travel plans.
 - Removal of street clutter as part of all schemes.
 - Expansion of the borough's network of on and off street electric vehicle charging points.
- 10.13 In this way we will encourage schools to continue to update their travel plans and seek accreditation. By encouraging and supporting more children (and their carers) to walk, cycle or take the bus to school, we will help concentrate initiatives in areas and ensure our physical works are linked to smarter choices and behaviour change work. This will help focus our behaviour change work on families as a whole, rather than just the children attending the relevant schools.
- 10.14 In addition we will look to be one of a handful of authorities piloting the DIY

Streets approach in the country. DIY Streets is a partnership project with Sustrans, the Sustainable transport charity. DIY Streets is a project to combine the best of “home zones” (robust community involvement and innovative traffic calming features) with cost effective design measures and promotion of sustainable transport. There are a number of options for including different elements in the project, including promotion to car clubs, and we are still exploring options with Sustrans.

10.15 Smarter Travel

10.16 This work will focus on school travel planning as detailed above, specifically the implementation of engineering works and behaviour change measures. Walk to school week, walk on Wednesdays and road safety awareness initiatives will continue as in 2009/10. Workplace travel planning activities will continue to encourage businesses and hospitals to develop travel plans with assistance through the Enterprise initiative and match funding support will be available for measures identified within a travel plan. Travel planning advice will also be incorporated into an Environmental Audit Service to be launched for small businesses in the borough. Travel awareness activities will be integrated with corridor and neighbourhood schemes and events will be arranged for bike week, walk to work week and to promoting sustainable transport initiatives at public events.

10.17 Environmental resources have also made bids to the Mayor to introduce Low Carbon Zones in Muswell Hill and West Green. If these bids were successful we would also look to provide some LIP funding towards including travel advice alongside energy saving advice and other projects which would encourage sustainable travel.

10.18 Accident reduction

10.19 Our submission will include proposals to reduce road user casualties. This will identify locations from personal injury accident (PIA) information held on the London Accident Analysis Unit (LAAU) database. The database holds information of all collisions in London where Police Stats 19 reports have been provided and is used to assess how successful London Boroughs are at reducing levels of PIAs in line with the Mayor’s targets.

10.20 Supporting town centres

10.21 There has been a lot of work with traders in several town centres to help support them during the economic downturn. Much of this has focused on parking. However, for the town centres to be sustainable in the longer term, they need to provide ways for their customers to shop without using their cars.

10.22 In Crouch End, traders are developing a Customer Collection point/delivery service as part of the Crouch End Project. This will enable people to travel to Crouch End without bringing their cars, shop and either collect their shopping at a later time or have it delivered. This is likely to run as a pilot in 2009/10 and LIP funding such as Area Based Scheme funding could be used to support this in 2010/11 and to look at the feasibility of rolling this out to other town centres.

<p>10.23 We will also provide key walking and cycling routes, and plentiful cycle parking in these locations, as well as car club bays and electric vehicle charging points.</p>
<p>10.24 Specific issues - The new way of providing LIP funding, provides greater certainty over the level of funding in future years and so provides better scope to plan our transport proposals in advance. This also allows us to consider taking steps to solve some of the perennial problems that have been impossible to solve in the past.</p>
<p>10.25 One problems that could be addressed in 2010/11 is the feasibility of moving the bus stop on Muswell Hill. It is on a steep slope and this makes access very difficult. Significant investment would be needed to move this further up the hill and this could be investigated in 2010/11 and a cost/benefit analysis carried out.</p>
<p>10.26 Community transport and Shopmobility</p>
<p>10.27 Both of these schemes need to continue to be funded in 2010/11 to provide transport services for the less mobile and to provide socially inclusive transport. The cost of supporting community transport next year would be £78,000 and the cost of providing Shopmobility could be about £42,000.</p>
<p>10.28 Details of the proposed schemes to be submitted to TfL are included in Appendix III.</p>
<p>11.0 Chief Financial Officer Comments</p>
<p>11.1 This report sets out the Council’s proposed submission for funding 2010/11 from Transport for London for a number of transport projects. This submission will also be considered in the Pre Business Plan Review process for 2010/11 to 2012/13.</p>
<p>12.0 Head of Legal Services Comments</p>
<p>12.1 The production of the Local Implementation Plan is a statutory requirement for the Council to demonstrate how it intends to achieve the Mayor’s transport objectives. Extensive consultation was carried out on the content of the Final Local Implementation Plan and no further consultation is considered necessary, other than as set out in this report. The submission to TfL for funding the Local Implementation Plan is a matter within the remit of the Cabinet meeting and does not require reference to the full Council.</p>
<p>13.0 Head of Procurement Comments –[Required for Procurement Committee]</p>
<p>13.1 N/a</p>
<p>14.0 Equalities & Community Cohesion Comments</p>

14.1 Our transport projects support a reduction in inequalities through targeting of investment in those areas with the greatest need. The proposed prioritisation of projects includes criteria relating to regeneration, support for town centres and accident reduction. Specific proposals will be developed to reduce road casualties across the Borough. A disproportionate number of casualties occur in the east of the Borough and work will be targeted at these areas.

15.0 Consultation

15.1 Our submission to TfL is based on a prioritisation process and will be discussed with the Haringey Transport Forum prior to submitting. The views received from the Forum will be reported verbally to the Cabinet by the Cabinet Member for Environment and Conservation.

16.0 Service Financial Comments

16.1 Each year the Council funds improvements to the borough's highways infrastructure from a number of sources. However, these proposals will be assessed by Transport for London (TfL) to ensure that in general they conform to the Mayor's Transport Strategy. The estimated funding from TfL is approximately £2.8m [excluding maintenance and possible area based schemes funding] and the funds are time limited and must be spent by 31st March 2011 once the funds are approved by TfL.

17.0 Use of appendices /Tables and photographs

17.1 Appendix I - Table setting out the criteria used for the selection of corridors.

17.2 Appendix II - Table setting out the criteria used for the selection of neighbourhoods.

17.3 Appendix III - Table setting out the Council's submission to TfL.

18.0 Local Government (Access to Information) Act 1985

18.1 TfL funding guidance for 2010/11 (Transition Year)

Appendix I

Criteria for selection of Corridors

Criterion	Reason for selection
Identified regeneration area	Transport investment to support key regeneration areas eg Haringey Heartlands, Tottenham Hale, Seven Sisters NDC
Identified town centres	Support for defined town centres eg Wood Green, Muswell Hill, Tottenham High Road
Identified Defined Employment Areas	DEAs identified in UDP with investment to enhance accessibility
Bus priority in 3G	Support for TfL led 3G bus priority [routes 141 and 279]
Accident levels	Support for reducing casualties in Mayoral target groups: all KSI, pedestrian KSI, cyclist KSI, motorcyclist KSI, child KSI, slight casualties
Identified cycle route	Support for strategic cycle routes e.g. LCN plus and Greenways routes, which would act as feeder routes to the Mayors proposed cycle highways.
High pedestrian activity levels	Improve accessibility such as to key interchanges or major pedestrian generators such as town centres
Traffic congestion	Measures to reduce traffic congestion to be focused on those locations with congestion hotspots with benefits of reduced journey times, severance, improved air quality
Complements externally funded programmes e.g. GAF, CIF, TfL	Potential for synergy and maximisation of benefits for an area
Recent investment	The level of recent transport investment would assist in targeting future investment

Appendix II

Criteria for selection of Neighbourhoods

The following programmes fall under this new programme: 20mph zones, freight, regeneration, environment, accessibility and CPZs.

Criterion	Reason for selection
Identified regeneration area	Transport investment to support key regeneration areas eg Haringey Heartlands, Tottenham Hale, Seven Sisters NDC
Identified town centres	Support for defined town centres eg Wood Green, Muswell Hill, Tottenham High Road
Identified Defined Employment Areas	DEAs identified in UDP with investment to enhance accessibility
Accident levels	Support for reducing casualties in Mayoral target groups: all KSI, pedestrian KSI, cyclist KSI, motorcyclist KSI, child KSI, slight casualties
Identified cycle route	Support for strategic cycle routes e.g. LCN plus and Greenways routes, which would act as feeder routes to the Mayors proposed cycle highways.
Presence of community centres, children's centres and other centres with elderly/disabled people	This would be linked to improvements in accessibility
Identified locations for parking pressure	Proposals to support schemes in the Parking Plan as well as locations identified as Restricted Conversion Areas in UDP
Identified walking routes/rights of way	To support our Rights of Way Improvement Plan action plan, encourage more walking
Linkage to existing treated locations	Logic to extend treated locations provided they meet the criteria to provide comprehensive treatment of a wider area
High proportion of car trips to schools	Focus of work to be on those schools where there are higher than average modal share by car to assist in meeting our school travel plan targets
Complements externally funded programmes e.g. GAF, CIF, TfL	Potential for synergy and maximisation of benefits for an area

<p>Expansion of electric vehicle charging points</p>	<p>Continue the expansion of the borough's network of on and off street electric vehicle charging points. This infrastructure is required to encourage residents and businesses to switch to electric powered vehicles, especially in areas where there is limited off street parking provision.</p>
<p>Recent investment</p>	<p>The level of recent transport investment would assist in targeting future investment</p>



Haringey Council

Neighbourhoods

Neighbourhoods	Length of highway within neighbourhood [km]	Defined regeneration area	Defined town centres x2	Defined employment areas	Road casualties in target groups x2							Defined cycle route	Community centres
					All KSI	Pedestrian KSI	Cyclist KSI	Motorcyclist KSI	Child KSI	Slight casualties			
South Tottenham east	9.5	X	x	x	x	x	X	x	x	x	x	x	x
Tottenham Hale	8.1	✓✓	✓✓	✓✓	x	x	X	x	x	x	x	✓✓	✓
North Tottenham	16.4	✓✓	✓✓	✓✓	x	x	X	✓✓	✓✓	x	✓✓	✓	✓
Northumberland Park	20.7	✓	x	✓✓	x	x	✓✓	x	x	x	✓✓	✓	✓
Bruce Grove	18.4	x	x	x	x	x	X	x	x	x	x	✓✓	✓✓
White Hart Lane	20.5	x	x	x	✓✓	✓✓	X	x	x	x	✓✓	✓	✓
Tottenham Green	9.4	✓	✓✓	x	x	x	X	x	x	x	x	✓	✓
Seven Sisters	11.6	✓✓	x	✓	✓✓	✓✓	✓✓	x	x	x	x	✓	✓
St Ann's	16.5	✓	✓✓	x	✓✓	x	X	✓✓	✓✓	x	✓✓	✓	✓✓
West Green	17.6	x	x	x	x	x	✓✓	x	x	x	✓✓	x	✓
Woodside	16.5	x	x	x	✓✓	x	✓✓	x	x	x	✓✓	✓	✓
Noel Park	13.1	x	✓✓	x	x	x	X	x	x	x	x	✓✓	✓
Bowes Park	10.0	x	x	x	x	x	X	x	x	x	✓	✓	x
Hornsey Park	11.6	✓✓	✓✓	✓✓	✓✓	x	✓✓	✓✓	✓✓	✓✓	✓✓	✓	x
Harringay Ladder	14.8	x	✓✓	x	x	x	✓✓	✓✓	✓✓	x	✓✓	✓	✓
Stroud Green	23.7	x	✓✓	✓	✓✓	✓✓	X	✓✓	✓✓	x	✓✓	✓	✓
Hornsey	14.1	x	✓✓	x	x	x	X	✓✓	✓✓	x	✓✓	✓	✓
Bounds Green	9.4	x	x	✓	✓✓	x	✓✓	✓✓	✓✓	x	✓	✓	✓

Alexandra Park	23.2	x	✓✓	x	✓✓	✓✓✓✓	X	✓✓	✓✓✓✓	✓✓✓✓	✓✓	✓✓	✓✓	✓
Muswell Hill	13.1	x	✓✓	x	x	x	X	✓✓	x	x	✓	✓	✓	✓
Crouch End	14.3	x	✓✓	x	x	x	X	✓✓✓✓	x	x	✓	✓	✓	✓
Creighton Avenue area	11.1	x	✓✓	x	✓✓	x	X	x	✓✓	✓✓	x	x	✓	✓
Fortis Green	10.0	x	x	x	x	x	X	x	x	x	x	✓	x	✓
Highgate	23.6	x	x	x	x	x	X	✓✓✓✓	x	✓✓	✓	✓	x	✓

Notes:

- x = no support
- ✓ = some support
- ✓✓ = strong support

The scores for Town Centres and Road Casualties are given a weighting of x2 to reflect key priorities within the Sustainable Community Strategy

Road casualty data:

Scoring based on number of casualties in the corridor within each category for all links/nodes on the corridor over the last 3 years:

All KSI 0 – 3 = x
 4-6 = ✓
 >6 = ✓✓

Pedestrian KSI 0 – 2 = x
 3-4 = ✓
 > 4 = ✓✓

Cyclist KSI 0 = x
 1 = ✓
 2 or more = ✓✓

Motorcyclist KSI
 0 = x
 1 = ✓
 2 or more = ✓✓

Child KSI
 0 = x
 1 = ✓
 2 or more = ✓✓

Slight casualties
 0-20 = x
 21-40 = ✓
 41 or more = ✓✓

Community centre:

Area contains childrens or adult community centre 0 = x; 1 = ✓; 2= ✓✓

Parking pressure:

Criterion based on defined Restricted Conversion area from UDP or where location is identified in Council's Parking Plan or abuts existing CPZ

High proportion of car trips to schools:

Proportion above target for modal share by car based on number of schools within area

0 – 20% = x
 20 – 30% = ✓
 > 30% = ✓✓

Recent transport investment defined as last three years: up to £500,000 score = x
 between £500,000 and £1,000,000 score = -✓
 more than £1,000,000 score = - - ✓✓

Neighbourhoods as follows [see map]:

1. South Tottenham east
2. Tottenham Hale
3. North Tottenham
4. Northumberland Park
5. Bruce Grove
6. White Hart Lane
7. Tottenham Green
8. Seven Sisters
9. St Ann's
10. West Green
11. Woodside
12. Noel Park
13. Bowes Park
14. Hornsey Park
15. Harringay Ladder
16. Stroud Green
17. Hornsey
18. Bounds Green
19. Alexandra Park
20. Muswell Hill
21. Crouch End
22. Creighton Avenue area
23. Fortis Green
24. Highgate



Haringey Council

Appendix III

Table setting out the Council's submission to TfL.

	Proposed Allocation	Comments
Neighbourhoods		
A406 Palace Gates area	£360,000	Continuing programme of traffic management/calming projects
A406 Bidwell Gardens area	£250,000	Continuing programme of traffic management/calming projects
Wightman Road	£100,000	Implementation of 20mph zone; completion of 2009/10 scheme
Tottenham Hale	£100,000	20mph zone
Hornsey Park	£150,000	20mph zone
Local safety schemes	£100,000	Comprising £100,000 funding switched from Corridors allocation
DIY streets	£85,000	Sustrans led initiative to enhance residential streetscapes. Project aimed at Carlingford Road and Langham Road in Turnpike Lane area
Electric charging points	£30,000	Including £27,000 funding switched from Corridors allocation
Cycle training	£65,000	Comprising £65,000 funding switched from Corridors allocation
Cycle parking	£20,000	
Shopmobility	£42,000	Comprising £42,000 funding switched from Corridors
Sub total	£1,302,000	
Reserve scheme		
Bounds Green	£260,000	
Corridors		
Tottenham High Road north of Bruce Grove	£420,000	Completion of town centre scheme inc. footway resurfacing, decluttering,

		replacement of guard rails, cycle stands
Wood Green High Road north of Wood Green station	£561,000	Inc. footway resurfacing, bus stop accessibility improvements, pedestrian accessibility improvements, street lighting, decluttering
Studies for High Road/Green Lanes	£50,000	
Sub total	£1,031,000	
Reserve scheme		
Muswell Hill to Turnpike Lane	£206,000	Including Muswell Hill roundabout
Smarter Travel		
School travel plans	£215,000	Inc. travel advisor post, newsletter, walk on Wednesday project, education projects, signage and lineage, school transition packs
Road safety ETP	£149,000	Road safety awareness project, child pedestrian trainer, road safety officer post, junior and senior citizen schemes
Workplace travel planning	£10,000	
Sub total	£374,000	Includes £76,000 switched from Corridors allocation
Reserve scheme		
School travel plans	£75,000	Including small scale engineering measures
Total [Corridors, Neighbourhoods, Smarter Travel] excluding reserve schemes	£2,707,000	
Local Transport Funding	£100,000	Including community transport
Total	£2,807,000	

Maintenance [Principal Roads and Bridges]

The table below provides indicative funding bids for maintenance.

Bridges	Indicative funding submission	Comments
Buckingham Road over rail	£900,000	Strengthening
Leeside Road over rail	£30,000	Waterproofing
Wightman Road over rail	£110,000	Strengthening
Muswell Hill Road over disused rail	£30,000	Replace deck and water proofing
Ferry Lane bridge over	£8,000	Assessment

private access road		
Ferry Lane bridge	£8,000	Assessment
Total	£1,086,000	
Principal Roads		
Park Road, N8 [Wolseley Road to clocktower]	£172,000	
High Road, N17 [Brantwood Road to Lordship Lane]	£150,000	
High Road, N22 [Civic Centre to Truro Road]	£150,000	
Total	£472,000	