



Haringey Council

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:

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

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:

| <b>Works</b>                      | <b>Amount (£ 000s)</b> | <b>Funding source</b> |
|-----------------------------------|------------------------|-----------------------|
| 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                   |
| <b>TOTAL</b>                      | <b>9,597</b>           |                       |

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.

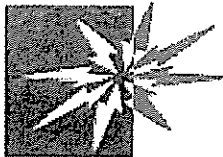
## **6. Use of appendices /Tables and photographs**

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 :

*NPB* 11<sup>th</sup> March 2009

Contact Officer :

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Wards(s) affected: All

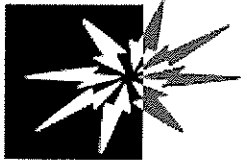
Report for: Key decision

### 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 :

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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

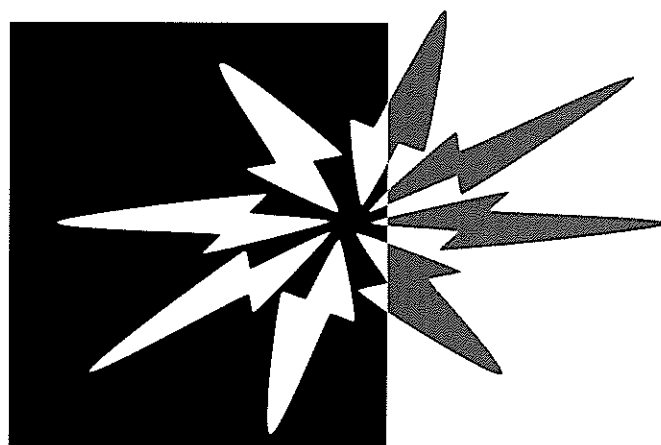
## **13. Local Government (Access to Information) Act 1985**

- 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 CO<sub>2</sub> 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  |                 | <b>435</b>          |

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               |                        | <b>250</b>          |

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**

| <b>Road Name</b>      | <b>Ward</b>     | <b>Estimated Cost (£k)</b> |
|-----------------------|-----------------|----------------------------|
| 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                         |
| Moira Close, N17      | West Green      | 24                         |
| Manor Road, N17       | Tottenham Hale  | 40                         |
| <b>SUB-TOTAL</b>      |                 | <b>550</b>                 |

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**

| <b>Road Name</b>            | <b>Ward</b>  | <b>Estimated Cost (£k)</b> |
|-----------------------------|--------------|----------------------------|
| 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 –<br>highway improvements<br>funded from s106/s278 |                 | 138                 |
| <b>SUB-TOTAL</b>  |                 | <b>538</b>          |

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<br>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 |

| <b>Road Name</b>        | <b>Ward</b>             | <b>Estimated Cost (£k)</b> |
|-------------------------|-------------------------|----------------------------|
| 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                         |
| <b>Total to date</b>                           |                 | <b>1,119</b>               |

#### 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   |
| <b>Allocated Budget - £240k</b>            |                |

## 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            |
| <b>TOTAL</b>  |                      | <b>2,005</b> |

## 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**

| <b>SCHEME NAME / LOCATION</b>  | <b>Allocation<br/>2009/10<br/>(£k)</b> |
|--|--|
| <b>Controlled Parking Zones (CPZ) New schemes</b>  |  |
| St Ann's area  | 100                                    |
| Bruce Grove  | 200                                    |
| <b>Controlled Parking Zones (CPZ) Extensions</b>   |  |
| Fortis Green   | 15                                     |
| Bounds Green extension   | 20                                     |
| Highgate west extension  | 60                                     |
| <b>Pay and Display</b>   |  |
| Additional pay and display schemes to be identified and review of existing schemes e.g. Muswell Hill stop and shop | 90                                     |
| <b>Lines, signs and TMO compliance</b>   |  |
| Borough –wide double yellow lines  | 40                                     |
| Tottenham Hale CPZ   | 75                                     |
| <b>Additional parking proposals</b>  |  |
| 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 |
| <b>Total</b>   | <b>705</b>      |

### 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<br>2009/10<br>(£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                            |

| <b>SCHEME NAME / LOCATION</b>  | <b>Allocation<br/>2009/10<br/>(£k)</b>             |
|--|--|
| 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<br>Palace Gates and Bidwell Gdns          | To be determined<br>and subject to TfL<br>approval |
| Future Scheme Development  | 40   |
| <b>TOTAL AMOUNT OF FUNDING</b>   | <b>1,035</b>                                       |

### 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<br>allocation<br>(£k) | Commit<br>ment (£k) | Commit<br>ment (£k) |
|--|-------------------------------|---------------------|---------------------|
|  | 2009/10                       | 2010/11             | 2011/12             |
| <b>Cycling – Non LCN+</b>                  |                               |                     |                     |
| 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                            | -                   | -                   |

|   |            |           |           |
|---|------------|-----------|-----------|
| <b>Total Amount of Funding Committed £k</b>           | <b>173</b> | <b>20</b> | <b>20</b> |
| <b>Cycling – LCN+</b>                                 |            |           |           |
| 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         | -         | -         |
| <b>Total Amount of Funding Committed £k</b>           | <b>316</b> | <b>-</b>  | <b>-</b>  |

### 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         |
| <b>Bus Stop Accessibility</b>                            |                         |                 |                 |
| Station Road, N22  | 34                      | -               | -               |
| Westbury Avenue/Lordship Lane/Bruce Grove                | 45                      | -               | -               |
| Contribution from s106, Grovelands Road, South Tottenham | 40                      |                 |                 |
| <b>Total Amount of Funding Committed £k</b>              | <b>119</b>              | <b>-</b>        | <b>-</b>        |
| <b>Bus Priority</b>                                      |                         |                 |                 |
| The Roundway   | 55                      | 20              | -               |
| Ferme 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         | -          | -        |
| <b>Total Amount of Funding Committed £k</b>        | <b>605</b> | <b>120</b> | <b>-</b> |

### 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         |
| <b>Town Centres</b>                         |                         |                 |                 |
| Wood Green – Provisional Allocation         | 100                     | -               | -               |
| S106 Wood Green Shopping City               | 150                     |                 |                 |
| Shopmobility                                | 30                      | 25              |                 |
| <b>Total Amount of Funding available £k</b> | <b>280</b>              | <b>25</b>       | <b>-</b>        |
| <b>Station Access</b>                       |                         |                 |                 |
| Wood Green station subject to approval      | 400                     | -               | -               |

|  |            |            |            |
|--|------------|------------|------------|
| Other station access schemes subject to approval | -          | 275        | 275        |
| <b>Total Amount of Funding Committed £k</b>      | <b>400</b> | <b>275</b> | <b>275</b> |

### 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         |
| <b>School Travel Plans</b>   |                         |                 |                 |
| 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              | -               |
| <b>Total Amount of Funding Committed £k</b>  | <b>346</b>              | <b>388</b>      | <b>-</b>        |
| <b>Education, Training and Publicity Schemes</b>   |                         |                 |                 |
| Junior Citizen Scheme  | 13                      | -               | -               |
| Senior Citizen Scheme  | 9                       | -               | -               |
| In Car Safety Awareness  | 3                       | -               | -               |
| <b>Total Amount of Funding Committed £k</b>  | <b>25</b>               | <b>-</b>        | <b>-</b>        |
| <b>Travel Awareness</b>  |                         |                 |                 |
| Car free day, Smarter driving event, National Bike Week and Walking works events             | 24                      | -               | -               |

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

## 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**

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

## 7. Conclusions

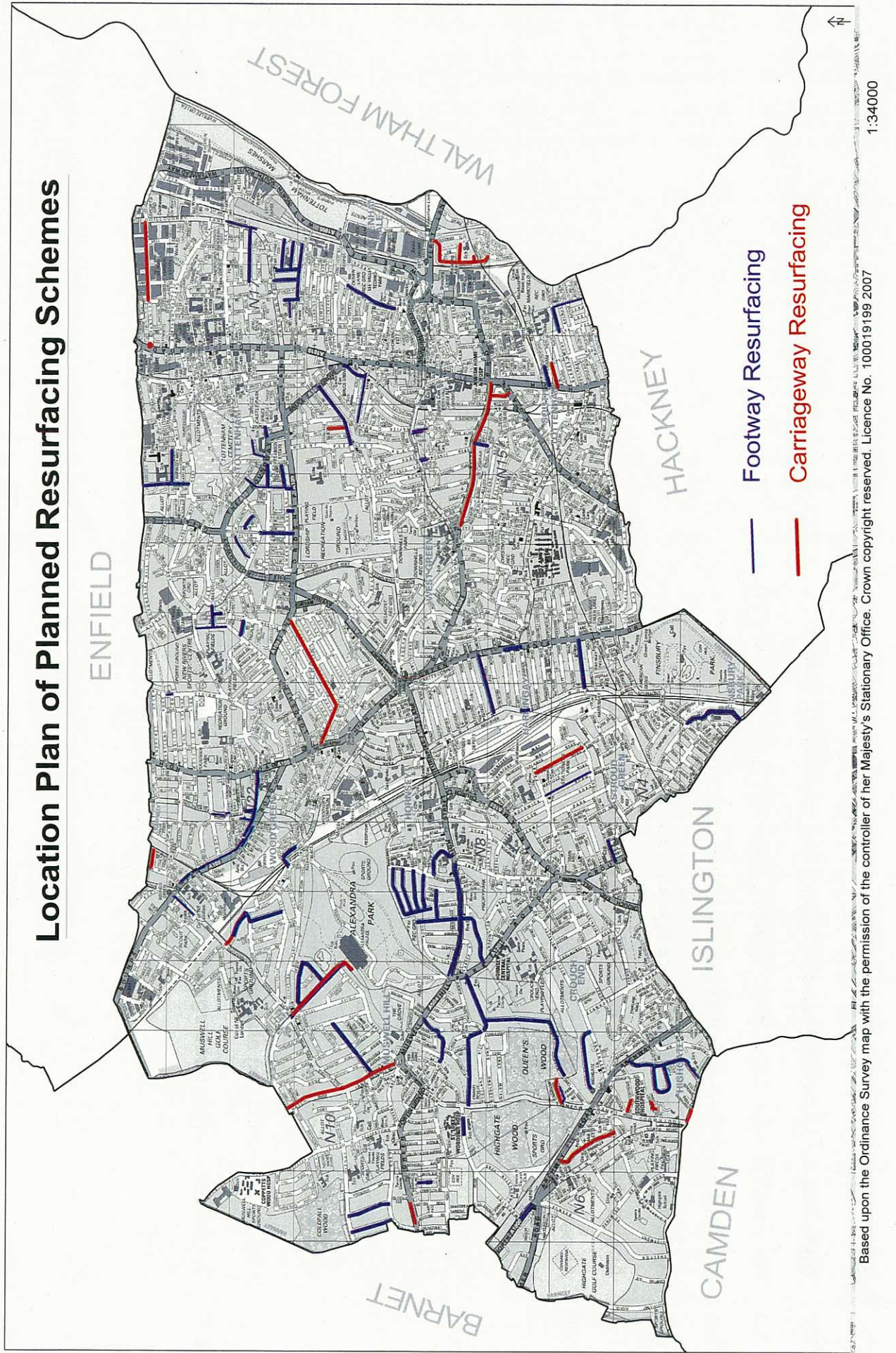
- 7.1 This document sets out a detailed and heavy work programme for the Sustainable Transport service for the coming year clearly linking investment to Council priorities on the basis of need and performance. A major focus of the work will be street lighting and pavement renewal. The proposed investment 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**

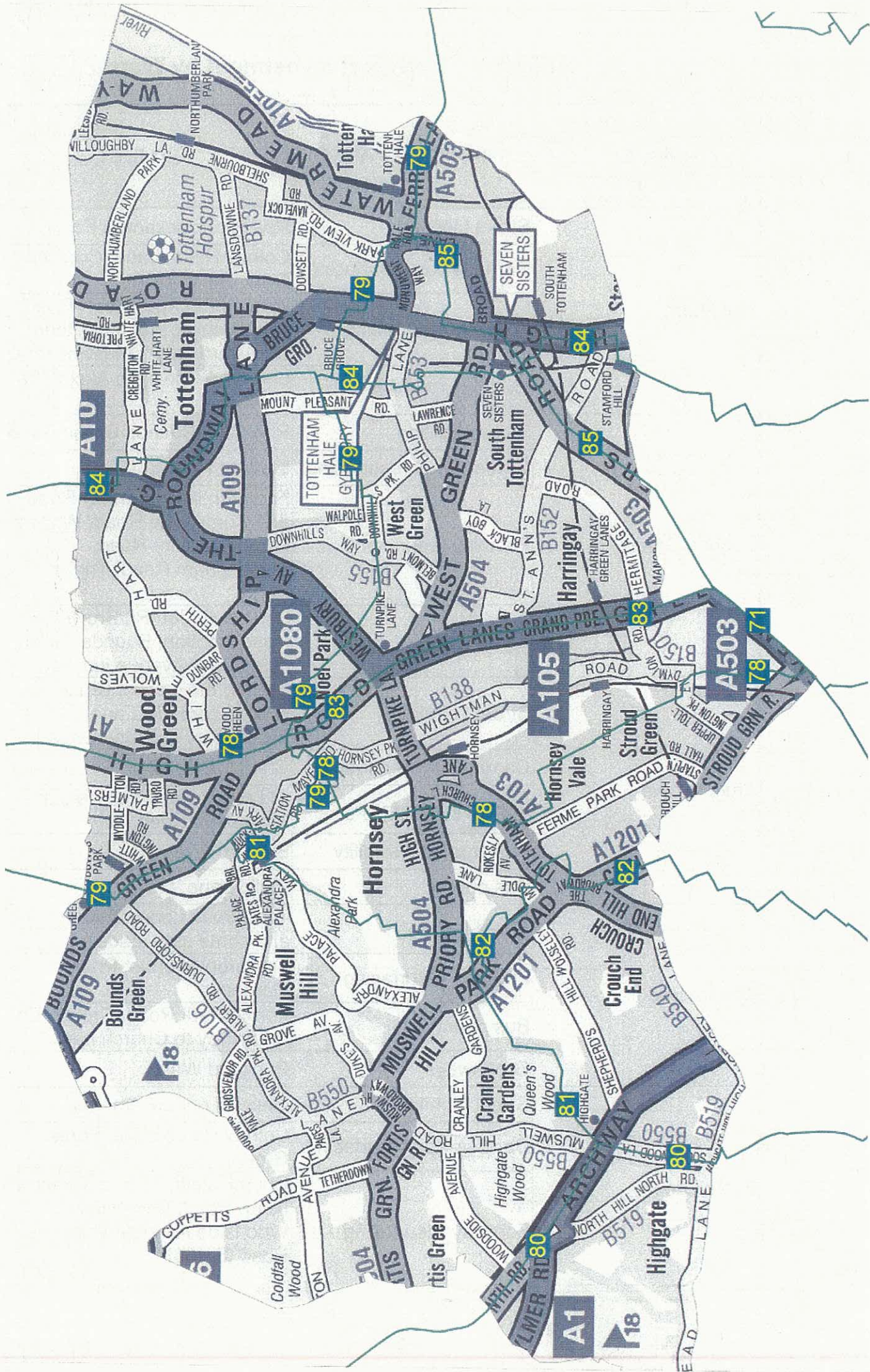


## 9. Appendix 1: Location Plan of Planned Resurfacing Schemes





10. Appendix 2 : Location Plan of LCN+ routes through the Borough



## 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            | Ferme 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, Gedeney 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  |
| <b>BOROUGH WIDE PROJECTS</b>                  |                         |   |
| 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 |
| <b>Principal Road Renewal</b>                               |                         |                   |                        |                   |
| West Green Road, N22 (High Road – Spur Road)                | 375                     | ✓                 | ✓                      |                   |
| Fortis Green between Eastern Road and Western Road          | 60                      | ✓                 | ✓                      |                   |
| <b>Local Safety Schemes</b>                                 |                         |                   |                        |                   |
| 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               |
| <b>20mph zones</b>  |                         |                   |                        |                   |
| Downhills Park area   | 300                     | ✓                 | ✓                      |                   |
| Tottenham Hale area Phase 2A                                | 75                      | ✓                 | ✓                      |                   |
| <b>Education, Training and Publicity Schemes</b>            |                         |                   |                        |                   |
| 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               |
| <b>Walking</b>  |                         |                   |                        |                   |
| Walking route from Wood Green to Seven Sisters              | 50                      | ✓                 |                        |                   |
| Walking route from Tottenham to Lee Valley                  | 20                      | ✓                 |                        |                   |
| Pedestrian accessibility improvements                       | 75                      | ✓                 |                        |                   |
| <b>Cycling – Non LCN+</b>                                   |                         |                   |                        |                   |
| 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 |

| <b>Cycling – LCN+</b>  |     |     |     |     |
|--|-----|-----|-----|-----|
| 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 |
| <b>Bus Stop Accessibility</b>  |     |     |     |     |
| Station Road, N22  | 34  | ✓   |     |     |
| Westbury Avenue/Lordship Lane/Bruce Grove                                  | 45  | ✓   |     |     |
| <b>Bus Priority</b>  |     |     |     |     |
| 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 |
| <b>Town Centres</b>  |     |     |     |     |
| Wood Green – nominal allocation  | 100 |     |     |     |



| <b>School Travel Plans</b>   |    |     |     |     |
|--|----|-----|-----|-----|
| 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 |
| <b>Travel Awareness</b>  |    |     |     |     |
| 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 |
| <b>Environment</b>   |    |     |     |     |
| 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 | ✓   |     |     |
| <b>Local Area Accessibility</b>  |    |     |     |     |
| Local area schemes   | 40 | ✓   |     |     |
| Shopmobility   | 30 | N/A | N/A | N/A |
| <b>Workplace travel plans</b>  |    |     |     |     |
| Promotion of travel plans with employers   | 10 | N/A | N/A | N/A |
| <b>Station access</b>  |    |     |     |     |

|   |      |     |     |     |
|---|------|-----|-----|-----|
| Wood Green subject to approval                | 400  | ✓   |     |     |
| <b>Non-specific allocation</b>                | 100  | N/A | N/A | N/A |
| Core Funding Admin Support NLTF               | 65   | N/A | N/A | N/A |
| <b>Council Capital Investment</b>             |      |     |     |     |
| Street lighting new columns                   | 2000 | ✓   | ✓   |     |
| Classified and Unclassified roads resurfacing | 800  | ✓   | ✓   |     |
| Footway relaying                              | 2000 | ✓   | ✓   |     |
| Bridges and highway structures                | 240  | ✓   | ✓   |     |
| <b>Parking Plan</b>                           |      |     |     |     |
| <b>Controlled Parking Zones (CPZ)</b>         |      |     |     |     |
| New schemes and Extensions to existing zones  | 395  | ✓   | ✓   | ✓   |
| <b>Pay and Display</b>                        |      |     |     |     |
| Schemes to be identified                      | 90   | ✓   | ✓   | ✓   |
| Lines, signs and TMO compliance               | 115  | ✓   | ✓   | ✓   |
| <b>Road Safety update</b>                     |      |     |     |     |
| Additional Road Safety Initiatives            | 100  | ✓   | ✓   |     |
| <b>Other sources of funding</b>               |      |     |     |     |
| 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                            |
| <b>Sub Total</b>                        | <b>5,360</b>                    | <b>5,857</b>                  |
| A406                                    | 0                               | 766                           |
| Car Clubs                               | 0                               | 30                            |
| <b>TOTAL</b>                            | <b>5,360</b>                    | <b>6,653</b>                  |

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**

| <b>HARINGEY</b>                               |                                    |                                   |
|---|------------------------------------|-----------------------------------|
| <b>PROGRAMME</b>                              | <b>Original 2008/9 Budget (£k)</b> | <b>Revised 2008/9 Budget (£k)</b> |
| 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                               |
| <b>TOTAL</b>                                  | <b>4,000</b>                       | <b>4,190</b>                      |

\* Projected spend on all schemes is currently on target.

**TABLE 3.3: ADDITIONAL SOURCES OF FUNDING IN 2008/09**

| <b>SCHEME</b>                                  | <b>2008/9 Budget (£k)</b> | <b>2008/9 Projected Spend (£k)</b> |
|--|---------------------------|------------------------------------|
| 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                                 |
| <b>Total Section 106</b>                       | <b>450</b>                | <b>450</b>                         |
| 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.

| <b>1. Improving road safety</b>  |                |                       |   |                                     |
|--|----------------|-----------------------|---|-------------------------------------|
|  | 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<br/>[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<br/>[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<br/>[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<br>[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.  |
| <b>2. Improving bus journey time and reliability</b>  |                |      |          |   |
| 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<br>[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<br>[Target – reduce of maintain at 2005 levels, bus journey times on LBI routes]   | 2005 |    | Not on track | Comment as above   |
| <b>3. Relieve traffic congestion and improve journey time</b>  |      |    |              |  |
| 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>     | <p>2001</p>       | <p>See comment; traffic volume increased between 2004 and 2005.</p> | <p>See comment</p> | <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> | <p>2008 [73%]</p> | <p>See comment</p>  | <p>N/A</p>         | <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                   |
| <b>6. Encourage walking by improving the street environment</b>  |  |             |     |   |
| 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. |
| <b>7. Encourage cycling by improving the street environment</b>  |  |             |     |   |
| 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]  |   |         |              |   |
| <b>8. Bringing transport infrastructure to a state of good repair</b>  |   |         |              |   |
| 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

Appendix B

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  |
| <b>4.0</b> | <b>Recommendations</b>  |
| 4.1        | It is recommended that the Cabinet: <ul style="list-style-type: none"> <li>(i) Note the new funding system for LIP submissions.</li> <li>(ii) Approve the submission to Transport for London as set out in Appendix III of this report.</li> </ul>  |
| <b>5.0</b> | <b>Reason for recommendation</b>  |
| 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.  |
| <b>6.0</b> | <b>Other options considered</b>   |
| 6.1        | The funding submission contained in Appendix III of this report has been identified through a prioritisation process.   |
| <b>7.0</b> | <b>Background</b>   |
| 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"> <li>• Implementation of more shared space and simplified streetscape projects</li> </ul>   |

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 include 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.

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.

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.

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.

#### 10.26 **Community transport and Shopmobility**

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.

10.28 Details of the proposed schemes to be submitted to TfL are included in Appendix III.

### 11.0 **Chief Financial Officer Comments**

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.

### 12.0 **Head of Legal Services Comments**

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.

### 13.0 **Head of Procurement Comments – [ Required for Procurement Committee]**

13.1 N/a

### 14.0 **Equalities & Community Cohesion Comments**

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 31<sup>st</sup> 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  |

|   |   |
|---|---|
| Expansion of electric vehicle charging points | 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. |
| Recent investment                             | The level of recent transport investment would assist in targeting future investment  |





**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                 |
| Tottenham Hale       | 8.1   | ✓✓                        | ✓✓                      | ✓✓                       | x                                   | X              | x           | x                | x         | x                 | ✓✓                  | ✓                 |
| North Tottenham      | 16.4  | ✓✓                        | ✓✓                      | ✓✓                       | x                                   | X              | ✓✓          | ✓✓               | x         | ✓✓                | ✓✓                  | ✓                 |
| Northumberland Park  | 20.7  | ✓                         | x                       | ✓✓                       | x                                   | ✓✓             | x           | x                | x         | ✓✓                | ✓✓                  | ✓                 |
| Bruce Grove          | 18.4  | 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                 | ✓                   | ✓                 |
| 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                 |
| Woodside             | 16.5  | x                         | x                       | x                        | ✓✓                                  | ✓✓             | ✓✓          | x                | x         | ✓✓                | ✓✓                  | ✓                 |
| Noel Park            | 13.1  | 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                | ✓✓        | ✓✓                | ✓✓                  | x                 |
| Harrigay Ladder      | 14.8  | 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    | ✓  | ✓  | ✓  | ✓  |
| Crouch End            | 14.3 | x | ✓✓ | x | x  | ✓✓✓✓ | X | ✓✓✓✓ | x    | x    | ✓  | ✓  | ✓  | ✓  |
| Creighton Avenue area | 11.1 | x | ✓✓ | x | ✓✓ | 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 = ✓✓

Report Template: Formal Bodies

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  |
|--|---------------------|---|
| <b>Neighbourhoods</b>                    |                     |   |
| 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          |   |
| <b>Reserve scheme</b>                    |                     |   |
| Bounds Green                             | £260,000            |   |
| <b>Corridors</b>                         |                     |   |
| 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        |   |
| <b>Reserve scheme</b>   |                   |   |
| Muswell Hill to Turnpike Lane   | £206,000          | Including Muswell Hill roundabout   |
| <b>Smarter Travel</b>   |                   |   |
| 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   |
| <b>Reserve scheme</b>   |                   |   |
| 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   |
| <b>Total</b>  | <b>£2,807,000</b> |   |

### 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 |            |
| <b>Principal Roads</b>                           |            |            |
| 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   |            |