

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

Sustainable Transport Service Report

January 2009

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1. The Sustainable Transport Service

1.1. Why Sustainable Transport

- 1.1.1 The Sustainable Transport service covers most highways and transport responsibilities for a London Borough. When the transport planning function moved into the Highways Service it was decided to name the service 'Sustainable Transport'. This acknowledges the fact that highways and footways are crucial for bus journeys, cycling and walking as well as for travel by car.

1.2 Strategic goals

- 1.2.1 Sustainable Transport is part of Frontline Services. The Vision for Frontline Services is "Excellent Frontline Services that delight our diverse customers" The purpose of the business unit is to keep our urban environment clean, well maintained, safe and accessible.

Sustainable Transport has two key objectives

"To promote sustainable and safe travel and reduce congestion"

and

"To improve road condition and street infrastructure"

The Head of Sustainable Transport is also the theme lead for Priority Six of the Greenest Borough Strategy which is the promotion of safe and sustainable travel.

1.3 Statutory duties

- 1.3.1 Sustainable Transport has to deliver a range of statutory services, covering maintenance, congestion, road safety, transport policies and the promotion of sustainable transport and travel.
- 1.3.2 Maintenance duty: Section 41(1) of the Highways Act 1980 provides that a highway authority is under a duty to maintain those highways in the area for which it is responsible, which are highways "maintainable at the public's expense" (public highways). This duty extends not only to the surface of the

highway, meaning that part used by traffic or pedestrians, but also to drains beneath or beyond the surface.

- 1.3.3 Network management duty: Under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road network to secure expeditious movement of traffic, including pedestrians, on their network and to facilitate the same on the networks of other authorities.
- 1.3.4 In order to assist with the fulfilment of this duty, Haringey Council is introducing a permit scheme for highways works from January 11th 2010. This coincides with the commencement of the scheme in 17 other London Boroughs and on TfL roads. The scheme will give the Council greater control over works, helping to minimise congestion in the borough.
- 1.3.5 The Road Traffic Act 1988 places a duty on local highway authorities to prepare and carry out a programme of measures designed to promote road safety. This normally includes a combination of engineering, education and enforcement activities. Enforcement activities are carried out by the Police and Parking Services.
- 1.3.6 Although Transport for London is the lead transport authority, London boroughs have wide transport-related responsibilities. The borough's policies, plans and programmes and other activities are crucial for the delivery of the revised Mayor's Transport Strategy (MTS), alongside those of other agencies such as TfL, Network Rail and the Highways Agency. The Sustainable Transport service delivers many of the statutory highways, traffic and streets powers, as well as transport schemes and projects funded by TfL.
- 1.3.7 A general duty is placed on authorities to promote the use of sustainable travel and transport by the Education and Inspections Act 2006. There are four main elements to the duty
- An assessment of the travel and transport needs of children and young people within the authority's area
 - An audit of the sustainable travel and transport infrastructure within the authority that may be used when travelling to and from, or between schools/institutions
 - A strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are better catered for
 - The promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions
- 1.3.8 Last year the Council completed its Sustainable Modes of Travel to Schools Strategy (SMoTS) which aims to show how Haringey will meet these duties and covers the five year period from March 2009 to March 2014.

1.4 Discretionary services

1.4.1 The Sustainable Transport service also delivers the following discretionary services, although these are mainly externally funded or by capital funding from the Council:

- Improving highways, footways and street furniture
- Traffic management schemes, including 20mph zones
- Bus priority measures
- Walking and cycling schemes
- Implementation of Controlled Parking Zones and other parking restrictions
- Transport input to planning and regeneration proposals
- Travel awareness and promotion

It can be seen from this that Smarter Choices services are mainly discretionary.

1.5 Structure

1.5.1 An organisational chart for the Sustainable Transport service may be found in Appendix 1. It may be seen in the chart that the service is divided into three groups:

- Highways Assets – responsible for the planned and reactive maintenance of highways, footways, highway structures, streetlighting and drainage. This group also ensures the effective delivery of all aspects of Corridor schemes including walking, cycling and bus measures.
- Traffic Management – responsible for co-ordinating and inspecting all works on the highways, managing major utility projects, making and management of Traffic Orders and providing GIS (Geographic Information Systems) services for Sustainable Transport.
- Transport Policy & Projects - responsible for Neighbourhood schemes, parking projects, transport policy development, transport assessment of development proposals, School Travel Plans and other smarter choices, school crossing patrols and road safety education.

1.5.2 Our highways and transport planned and reactive works are delivered through two contracts. One is for highways and transport planned and reactive works and the other is for street lighting planned and reactive works. Both contracts went through an extensive procurement process in 2008/9 and the contracts were both awarded to VolkerHighways. The contracts started in July 2008 and are for an initial period of 4 years and can be extended up to 8 years through yearly extensions.

- 1.5.3 For the past few years, Haringey has shared a sub-regional workplace planning co-ordinator and a second member of staff with four other boroughs. These staff have been responsible for undertaking travel planning activities with small and medium sized businesses (SMEs) of 20-250 employees.
- 1.5.4 We use consultants for specialist policy, project development, feasibility and strategy work. This includes CRISP studies for cycling routes, some bus priority designs and road safety area assessments.

2. Transport context

2.1 Transport infrastructure

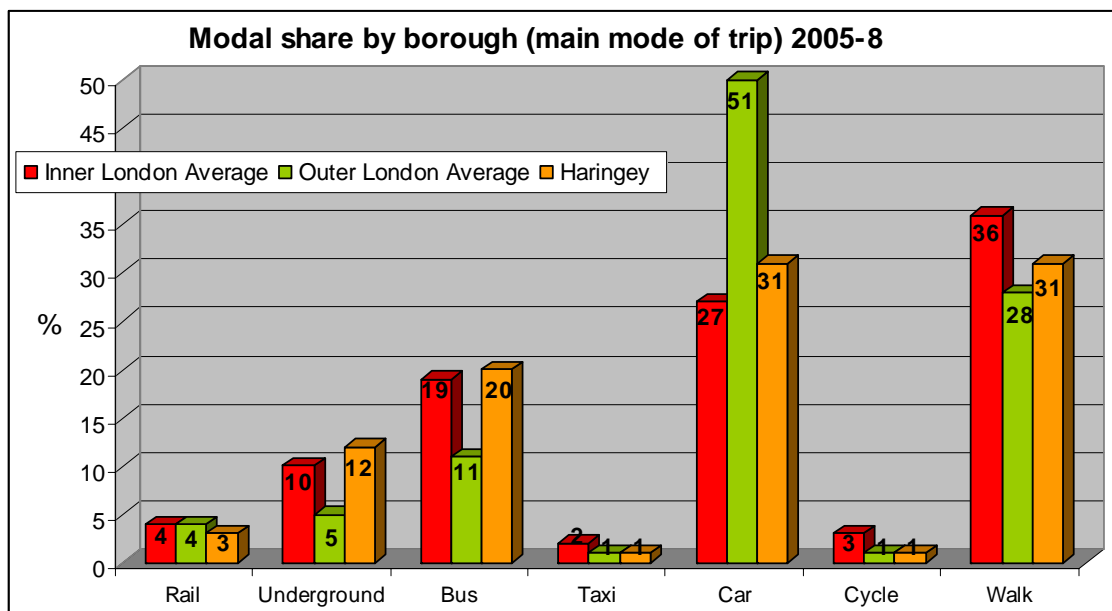
- 2.1.1 Haringey has good radial transport networks for road, rail and tube, though transport networks are less developed running across the borough (east to west). The borough is served by 6 tube stations on three tube lines (Northern, Piccadilly and Victoria). 43 bus routes serve the Borough of which all but 10 are high frequency routes. The routes are mainly radial in nature. The main issue for these radial routes is provision of capacity to meet growing demand. A number of routes form a high frequency orbital network. However, further development of the orbital bus routes is needed to provide an effective and sustainable alternative to the car for journeys to the east and west of Haringey. In addition the development of the orbital bus network is constrained by the nature of the road network and low rail bridges. One overland rail line runs across the borough (Barking-Gospel Oak line) which has three stations.
- 2.1.2 Data from TfL indicates that there has been considerable investment in local transport through the LIP since 2003/4 to a total of £29.3m including: £4.4m for road renewal, £3.1m for bridge works; £2.8m for local safety schemes. In addition, there has been increased frequency on 20 of the boroughs bus routes and 7 of the boroughs night bus routes; there is planned capacity increases on the Northern line (20% by 2012), Piccadilly line (25% by 2014) and Victoria line (19% by 2013).¹
- 2.1.3 According to the 2001 census, 46% of households do not have access to a car, though there are wide variations across and within the borough: in the west of borough household access to car/van is above 80% whereas in the east this falls to below 40%. More recent data (2008) suggests that there are wide variations to car accessibility within the borough: households in Noel Park ward are twice as likely to not have access to a car as those in Alexander ward; and in three wards over 20% of households have access to two to four cars.

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

2.1 Sustainable Transport

2.2.1 Data on the share of modes of transport used for journeys starting in Haringey reflect the spatial patterns established earlier: the further journeys originate outside of the city centre the greater reliance on private car usage. Further detail finds that car usage for journeys originating in Haringey accounts for 31% of trips which is significantly lower than the outer London average (51%) but slightly higher than the inner London average (27%). Both bus (20%) and underground (12%) usage is higher for journeys originating in Haringey than either the inner or outer London average for these different modes. The full modal share of trips made in Haringey in comparison to inner and outer London boroughs is contained in Figure 1.

Figure 1 - Modal share of transport options: Haringey, inner London & outer London



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

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

3 Policy Context

3.1 Highways Asset Management Plan

- 3.1.1 Haringey's Highways Asset Management Plan was produced, in 2007, to develop a strategic approach to managing these vital assets. It seeks to develop knowledge and understanding of the network in terms of what is owned (inventory), condition and treatment options. This enables longer term programming of work and a better understanding of funding needs over time.
- 3.1.2 The highways network in Haringey comprises 314km of roads and 108km of pavements. In 2005, these assets were valued at approximately £224 million. On top of this are assets including street lighting, bridges, drainage, signs, street furniture, car parks, trees and amenity areas, the combined value of which extends into many millions of pounds.

3.2 Local Implementation Plan

- 3.2.1 The Mayor's Transport Strategy provides the transport policy context for the development and application of the Council's own transport policies. Every London Borough is required to produce a Local Implementation Plan (LIP) to demonstrate how their local transport plans and programmes contribute to the implementation of key priorities set by the Mayor. A LIP is a statutory document, prepared under section 145 of the Greater London Authority Act 1999, which sets out how a London borough proposes to implement the revised MTS in its area.
- 3.2.2 The current LIPs, covering the period 2006-2011, were the first to be produced. Due to the level of detail required, these tended to be weighty documents which took a lengthy time to prepare.
- 3.2.3 Haringey's 2006-2011 LIP consists of a main document containing the Haringey Transport Strategy and detailed sections addressing each of the eight priorities of the existing Mayor's Transport Strategy. It also contains the draft Final Environmental Statement, an assessment of how proposals met the equality and inclusion objectives of the Mayor's Transport Strategy and chapters regarding funding and the Borough's Core Capacity to implement the proposed programme. The main LIP is accompanied by three separate documents: the School Travel Plan Strategy, the Road Safety Plan and the Parking and Enforcement Plan.
- 3.2.4 We are now beginning the process of preparing the second LIP, for the period 2011 to 2014. Transport for London guidance has now changed and the new requirement is for a less detailed document which more able to reflect local circumstances. For the 2011 to 2014 LIP we are required to provide:
- An evidence-based and objective-led identification of **Borough Transport Objectives**, covering the period 2011 to 2014 and beyond.

- a costed and funded **Delivery Plan** of interventions, covering the period 2011 to 2014. This should be consistent with our three year funding allocations to be announced in 2010.
- a **Performance Monitoring Plan**, identifying a set of performance indicators and locally specific targets which can be used to assess whether the Plan is delivering its objectives and to determine the effectiveness of the Delivery Plan.

4 Funding

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

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

4.2 The main elements of the programme are:

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

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

4.3 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.

4.4 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.

Revenue	Amount (Budget) £	Comment
Employee costs	2,245,300	
Premises costs	1,478,700	Virtually all accounted for by £416,400 for grounds maintenance and trees And £1,060,700 for energy costs (street lighting)
Transport Costs	85,100	Works vehicles for inspectors
Supplies and Services	1,335,050	Only £115,750 available once insurance (£821,400) and payments for London Lorry Ban (£397,900) taken into account
Private Sector Contractor	1,882,650	Reactive maintenance for highways and street lighting
Overhead Charges	4,997,000	Charges made by other departments and depreciation of highways assets (£4,034,200)
Income	2,300,150	This level of income has to be achieved to be able to use the budget above.

4.5 Although it looks as though the Sustainable Transport service is well funded with an overall revenue budget of £9,748,950, once fixed costs are taken into account, this really only leaves a salaries budget and £115,750 from supplies and services with any flexibility. If the recent budget reductions of £600,000 are taken into account against these figures then this represents a reduction of 25% of the budget. The service is now funded at a minimal level. There is also limited capacity to bring about improvements or changes.

4.6 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 above. The service struggles to meet this income target and this is likely to become increasingly difficult in future years, if there are reductions in capital or LIP funding.

4.7 Smarter Choices – funding details

4.7.1 Out of 65 posts in Sustainable Transport, four deal directly with behaviour change (one of which is vacant). This covers two school travel plan advisors (both of which are employed on an agency basis), a Principal Transport Planner who leads on the Council's own Staff Travel Plan, travel awareness and travel plans. There is also a Sustainable Transport Policy Officer post (which is currently vacant). There are also two Road Safety Officers, whose role includes promotion of "safe" travel, which is an important aspect of giving people the confidence to walk, cycle and use public transport. One of these officers is also responsible for the supervision and management of the School Crossing Patrol staff.

4.7.2 These posts are all managed by the Transportation Team Manager, within the Transport Policy and Projects Group. The current cost of these staff (2x Travel Plan Advisors, 2x Road Safety Officers, 1x Sustainable Transport Policy Officer, 1x Principal Transport Planner) is £257,127. This represents 11.45% of the staffing budget.

4.7.3 The Council funds some of these costs through contributions from Area Based Grant for work on School Travel Plans, Sustainable Modes of Travel Strategy and TfL LIP funding which covers £85,000 of the revenue costs, which is counted as part of the income needed to sustain the set budget for the service.

4.7.4 In terms of TfL funding – for 2009/10 the amount of funding for behaviour change was as follows:

- School Travel Plans - £346,000
- Education, Training and Publicity - £25,000
- Travel Awareness - £ 24,000

5 Specific aspects of Sustainable Transport

5.1 School Travel Plan funding

5.1.1 The two school travel plan advisors also help schools with updating their travel plans as well as deliver the projects overleaf.

Implementation - Small Grants for Schools	60,000
Implementation - signage and lines	20,000
Implementation – Moselle School	5,000
Borough wide development :promotion & marketing	10,000
STP Co-ordinator Post	25,000
Monitoring & evaluation	30,000
STP development - Engineering resource	20,000
STP newsletter once a term	10,000
WOW (Walk on Wednesdays)	60,000
National Bike Week in Schools	10,000
Schools Transition Packs	70,000
Poetry Competition (NSP)	1,000
Walk to School Week (NSP)	5,000
Theatre in education	15,000
Music project in secondary	3,500
School Travel Plans - TfI	344,500

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

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

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

- **WoW (Walk Once a Week)** – Under the scheme Badges are given to pupils as an incentive to walk to school. Figures from 2008 to 2009 indicated that 21,000 walking journeys were made under the scheme. Over 50 primary schools are currently taking part in the scheme. (please see Appendix 1). Schools that participated in WoW showed an overall increase of 1.32% in walking journeys between 2008 and 2009.

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

5.2 School travel plan performance

5.2.1 We are one of several boroughs which have over 90% of the schools with a school travel plan. The table overleaf compares Haringey with its nearest neighbours.

Borough	No.of schools per borough	% rate to achieving the 100% target of schools with an STP
Camden	94	78%
Haringey	98	98%
Islington	72	96%
Waltham Forest	83	100%
Enfield	99	87%
Barnet	153	90%

5.2.2 Haringey achieved 100% of schools in the last two years. The only outstanding school is now the Sixth Form College.

5.2.3 Our work on school travel plans has been externally recognised. We have won awards for the work that we have done with schools. This includes

- School Travel Plan Borough – TfL Smarter Travel Awards 2007/8
- The Guardian Public Service Award for Transport and Mobility – 2008
- Modeshift Travel Professional of the Year – TfL – 2008

Our work on school travel plans has also been commended by the Metropolitan Police.

5.2.4 Since 2004, a 20% reduction in car use for school trips has been achieved. This is a remarkable achievement and demonstrates what can be achieved. This compares with the average of 9% reduction in car use across the three sustainable travel towns with £10million of revenue funding over a five year period.

5.3 **Education, Training and Publicity and Travel Awareness**

5.3.1 With the amount of funding available for the above two categories (about £35,000 per annum) It has not been possible to carry out initiatives such as Personalised Travel Planning or an a comprehensive travel awareness campaign with the amount of funding available for the above two categories (about £35,000 per annum).

5.3.2 This funding has been used to support Dr Bike sessions, Walk on Wednesdays at schools, travel awareness promotion at the Green Fair and car free events at Wood Green and Green Lanes.

5.3.3 The Greenest Borough Awareness project also includes green travel messages in its promotional campaign, which can currently be seen on advertising sites throughout the borough.

5.4 **Workplace Travel Plans**

5.4.1 Eleven work place travel plans have been required through the planning process. This year two voluntary travel plans have been introduced through the Enterprise initiative and discussions are taking place to develop travel plans for a further four businesses in the borough.

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

Travel plan funding opportunities:

- 5.4.3 Haringey Council will consider matching funding or contributing to the cost of implementing a measure identified within your workplace travel plan up to the value of £2000. For example, the Council will consider providing a financial contribution towards the installation of secure cycle parking facilities, lockers or shower facilities. This source of funding has been secured from Transport for London (TfL), and is available until March 2011.
- 5.4.4 Haringey businesses also have the opportunity to work direct with TfL. Haringey Teaching PCT is the only major employer in the borough who has directly worked with TfL to develop a workplace travel plan. However, both the Whittington and North Middlesex University Hospital NHS Trusts have both developed their plans with TfL.
- 5.4.5 The Council's own travel plan is considered to be in the upper quartile in terms of performance amongst the London Boroughs. Our staff travel plan was introduced in April 2008, as part of our commitment to tackling climate change at a local level. The travel plan supports the council's priority to become one of London's greenest boroughs to lead by example when it comes to protecting and improving the environment. The travel plan consists of a package of measures designed to reduce staff car usage and the necessity to travel for commuting and work related journeys.
- 5.4.6 Staff travel habits were resurveyed in July 2009 and the following results were achieved.
- Reduction in single occupancy car trips to work by 5%
 - Reduction in business travel private car trips by 26%
 - Increase in cycling to work by 2.5%
 - Increase walking to work by 1%
 - Increase public transport usage by 1%
 - Increase car sharing by 0.6%
- 5.4.7 The 4 main elements to the travel plan include:

1. Essential Service Permits (ESP's)

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

2. Staff Car Parking

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

3. Essential User Car Allowance

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

4. Alternative travel options

a) Three SMART electric pool vehicles



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

b) Pool Bicycles

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

c) Cycle Training for staff

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

d) Cycling Incentives

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

e) Car sharing scheme

f) Public Transport incentives such as:

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

g) Walking incentives

- Promotional events (eg. walk to work week)

h) New employee induction packs including sustainable travel info.

5.5 Personalised Travel Planning

5.5.1 A pilot was undertaken by TfL in 2006 covering just over 29,000 households. This included a travel awareness campaign “Worth the Walk”, events and households being visited by a Travel Planner.

5.5.2 The main conclusions were that:

- Reaction to the travel advisor visit itself was incredibly positive and effusive
- The majority requested follow ups and of those who requested them, two thirds received the follow up materials (relating to cycling, buses and walking)
- Around one fifth claim to be considering or to have actually changed their travel behaviour as a result of the intervention

5.5.3 There has not been any further work on personalised travel planning since that time and TfL are concentrating on school travel and workplace travel plans as providing better value for money than PTP.

5.5.4 However, we will be experimenting with a different approach as part of the Muswell Hill Low Carbon Zone – see below.

5.6 Car club

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

5.6.2 Funding is from TfL, with £35,000 having been spent so far. This year we are planning to install a further 39 bays in 34 locations. By the end of 2010/11 we are planning to have up to 80 car club vehicles operating in Haringey at a total cost of £135,000.

5.7 Walking

5.7.1 In Haringey, 34% of all trips are on foot. This compares to the London-wide figure of 30%, demonstrating that walking in Haringey is of particular importance. Haringey residents make more than 184,000 walking trips per

day, which is considerably more than car driver trips [at 118,000]. In terms of journey length, 97% of walking journeys are less than 3km. However, about 48% of car driver journeys are less than 3km with 19% are less than 1km, indicating the potential for a switch for short journeys from the car to walking.

- 5.7.2 There are 2 strategic walking routes in Haringey, these are the Capital Ring and Lea Valley Walk These strategic walking routes have a role in encouraging more walking and improving the local environment such as improved air quality and reduced noise emissions to the extent that there is a modal shift.
- 5.7.3 Local walking routes can complement the strategic walking routes by encouraging access to local amenities, shops and leisure facilities and other destinations. The Council is seeking TfL funding to implement a variety of schemes to improve local accessibility for walking to key attractor destinations along popular commuter and local amenity walking corridor. This will include a series of walking audits to identify deficiencies along popular walking routes to town centres, the public transport network, schools and local amenities. The audits results will be developed into a series of works programmes for each key route to be implemented from 2010/11.
- 5.7.4 The Council is also undertaking a programme of schemes to enhance the attractiveness of the walking environment, to reduce the perceived fear of crime along key walking routes, such as under bridges and within pedestrian alleys. Measures will include improvements for natural surveillance, lighting and removal of blind spots. Priority will be for key destination attractors such as public transport links, town centres, and amenities.
- 5.7.5 Haringey Greenway cycle and walking routes are being implemented to link the borough green and open spaces for recreational walking and cycling. Three routes are proposed, one from Finsbury Park to the Lea Valley, one from Finsbury Park to Highgate via Parkland walk local nature reserve, and the third from Muswell Hill Road to Alexandra Palace Station.
- 5.7.6 The Council is developing a programme of dropped kerbs and tactile paving targeted at key attractor destinations such as hospitals, health centres, schools with special needs and shopping areas as well as town centres and interchanges. The proposal is to audit the key routes to these destinations and develop a programme of implementing dropped kerbs and tactile paving on these pedestrian routes. The project will complement the Town Centre, Station Access and Bus Stop Accessibility programmes.
- 5.7.7 The Council has developed a Walking Plan to support the Mayor's TfL Walking Plan for London targets for increasing walking and improving the environment for walking in general.
- 5.7.8 In addition, TfL funding is used for schemes which provide or improve facilities for walking, cycling or seek to improve access to bus services, or bus reliability.

5.7.9 This includes cycle training and parking (£113,000), cycling schemes (£495,000), bus stop accessibility and bus priority works and pedestrian improvements and walking routes. This year we are investing £2million to improvements pavements throughout the borough.

- 5.7.10 This year the Council is implementing the following infrastructure projects:
- Footway improvements - £2million
 - Local accessibility improvements (e.g. dropped kerbs) - £40,000
 - Walking routes (signage) - £145,000
 - Greenways (for walking and cycling) - £175,000

5.8 Cycling

5.8.1 We are one of the leading boroughs in London in delivering cycle facilities and assistance such as cycle routes, cycle training and cycle parking.

5.8.2 We have implemented cycle routes in the borough over many years and have actively supported the London Cycle Network and its successor London Cycle Network Plus.

5.8.3 The table below compares the lengths of the LCN at various stages for Haringey and the surrounding boroughs to the end of 2007/8.

Highway Authority	Length (km)		
	CRISP/Feasibility Completed	Design completed	Implementation Completed
Camden	1.97	1.56	0.43
Islington	2.48	1.39	1.18
Haringey	3.16	4.58	3.63
Waltham Forest	0	2.74	2.13
Enfield	1.94	1.06	0
Barnet	0	0	0

5.8.4 This shows the amount of work that Haringey has undertaken on London cycle Network, with more studies, design and lengths completed than adjoining boroughs.

5.8.5 The Council is supporting the development and implementation of Greenways cycle and pedestrian routes. Four links are being developed:

- Link 1 Parkland Walk south [between Highgate and Finsbury Park]
- Link 2 Parkland Walk north [between Muswell Hill and Muswell Hill Road]
- Link 3 Finsbury Park to Lee Valley
- Link 4 Highgate to Alexandra Palace Park

- 5.8.6 CRISP studies have been completed for these links and we have almost completed links 1 and 2. TfL have allocated £175,000 for 2009/10. A further £100,000 has been set aside for links 3 and 4 for 2010/11 and 2011/12.
- 5.8.7 Sustrans are leading on the management of the programme on behalf of TfL. We are working closely with Sustrans to develop a medium/long term programme. The current network and potential extensions are shown on a map attached to this submission.
- 5.8.8 Between 2003/4 and 2008/9 we installed 302 cycle parking stands. A further 125 are to be installed in 2009/10 including 39 within parks. We have allocated £20,000 funding for 2010/11 within our Corridors LIP allocation. In addition we piloted secure estate parking at four locations in Tottenham and Muswell Hill as it is recognised that secure cycle parking at the home end is also key to greater cycle usage.
- 5.8.9 We have supported cycle training for schools and individuals who live or work in Haringey. We contract out the training to Cycle Training UK. In 2008/9 we trained 112 individuals and 630 school pupils. Surveys of individuals has shown more cycle usage following training and more confidence in cycling in busy traffic. We will be amending our approach to training in 2010/11 with the focus shifting to training school staff to lead on training pupils within the school.
- 5.8.10 Data from the London Travel Demand Survey, covering 2005 – 2008, shows 1% of all trips in the Borough were by cycle. More recent data for households [LTDS 2007/9] shows 2% of trips were by cycle. The same dataset shows that the total number of cycle trips per annum increased from 2.7 million in 2008 to 3.8 million in 2009, an increase of 41%. Similarly, the rate of cycle trips per person per annum increased from 12.1 to 18 between 2008 and 2009, an increase of 49%. Between 5 and 7.5% of Haringey residents cycled at least 2 days per week in 2007/8.
- 5.8.11 The growth in cycling over the last two years puts us well on the way to meeting our targets for 2010 and 2020.
- 5.8.12 Almost half of Haringey households do not have access to a car [Census 2001]. Around one third of local trips are under a mile long and 85% of trips are less than 5 miles. The potential for cycling to meet travel demand at the local level is therefore clearly significant and can build on the substantial growth in cycling over the last year or so.

6 Performance

6.1 Achievements and Awards

- 6.1.1 In November 2008, we won the Guardian Transport and Mobility Award for our partnership with Moselle School, which helps children with learning

difficulties travel to school independently. Although the School staff have done a lot of work, this would not have been achieved without the support of the borough's school travel plan team. The Moselle School is one of only a handful of schools across London which has an "outstanding" school travel plan.

6.1.2 Our Road Safety Education team have won several awards for their work, particularly for their work with deprived communities. This included most recently a joint London Region Compact award with Enfield for the Haringey and Enfield Communities Road Safety Project. They have also picked up a Transport Times Highly Commended 2009 – for their work with TfL on Injury Inequality Reduction, and in 2006 an award from the London Accident Prevention Council. Their work has also been commended by the Metropolitan Police.

6.1.3 We also won the Most Improved Transport Borough at the London Transport Awards in 2007.

6.2 How performance is measured

6.2.1 There are a range of LAA, national, local and TfL indicators which are used to measure performance of the Sustainable Transport service. There are performance monitoring meetings on a monthly basis for Frontline Services which look at the corporate PIs. Many of the transport PIs are only reported annually and so these are assessed on a yearly basis.

6.2.2 None of the usual methods for assessing comparative performance between authorities used by the Audit Commission (see Appendix 2 for more information on Audit Commission assessments) are particularly useful for assessing Haringey's performance with other boroughs on smarter choices, as they only use national indicators:

- killed and seriously injured
- proportion of children travelling to school by car
- principal roads in need of maintenance
- non-principal roads in need of maintenance

6.2.3 Extracts from an Audit Commission report using their value for money website, are attached as Appendix 3. The transport element of the assessment includes parking and concessionary travel and this means that this information is not directly relevant to sustainable transport. The report does show that our spending on all transport aspects, including policy and strategy, highways and public transport is low compared to the adjoining boroughs with highways spending being the lowest.

6.2.4 On road safety, these indicators show an overall continuing reduction in the numbers of people killed or seriously injured in accidents. It would seem that the proportion of children travelling to school by car is unlikely to reduce much further and last year showed a small increase for primary schools. The Audit Commission value for money tool shows that we spend a comparatively high

amount compared to other boroughs on this element and this is probably a reflection that other boroughs have reduced their staffing on road safety, particularly road safety education, whilst Haringey have retained their staff.

- 6.2.6 Our performance has improved in the last few years on reducing the proportion of roads needing maintenance. Other borough's have reduced the percentage of roads needing maintenance at a faster rate and this has reduced the upper quartile threshold from 10% to 4%. Our current performance for the condition of principal roads is in the bottom quartile for performance when assessed against other London authorities and in England as a whole as it has stayed at the same level (9%) over the last two years. TfL provides the funding for principal road maintenance in London. For non-principal roads, the amount requiring maintenance has increased from 8% to 9% and this places us below average with the danger of moving into the bottom quartile as other local authorities improve their performance. If existing levels of investment are kept at previous levels or reduced, then performance is likely to deteriorate and we will remain in the bottom quartile for this performance indicator.
- 6.2.7 The quality of roads is important, particularly for cycling and bus passengers, as well as motorists.
- 6.2.8 The following section looks at our performance using TfL data and comparing Haringey's performance against the London average.

6.3 Transport for London performance data

- 6.3.1 The Council adopted its Local Implementation Plan in 2007 which included a number of transport related performance indicators and targets. Any of the performance indicators were set by TfL, although boroughs were allowed to set their own targets.
- 6.3.2 TfL produces a yearly data report which provides information on the borough's performance and whether or not the borough is on track to meet its performance targets.
- 6.3.3 In the past this performance data has been included in the Cabinet Report on the proposals for the Highways Works Plan. However, the service is currently reviewing its local performance indicators which it uses and will be incorporating some of the TfL indicators within its local indicators.
- 6.3.4 TfL also produces a performance data report which covers the consolidated data for all the London boroughs. This means that we can assess our performance against what is being achieved across London, although not directly with individual boroughs. Appendix 4 sets out a Table showing each of the TfL performance indicators, the TfL target, our current performance, the London average and a comment on our relative performance. A traffic light system is used to indicate whether our performance is on track, not on track and whether of concern.

6.3.5 For most of the indicators, our performance is in line with the London average.

6.3.6 We are doing particularly well in relation to:

Reducing the number of cyclists killed or seriously injured	- 31%
improving bus journey times	7 out of 9 routes showing improvements
increasing the proportion of walking and cycling work trips	+2%
increasing the number of walking trips	+4%
increasing the number of cycling trips	+41%
the completion of School Travel Plans	98 out of 99 plans completed

6.3.7 Despite this, of most concern is the increase in the proportion of personal travel made by car which has increased by 3% since 2005. In terms of traffic volumes it would appear that the amount of traffic peaked in 2006 and overall in London the reduction in traffic volumes has been -1.4% with the reduction in Haringey being -2%. Given that most of the traffic growth is expected to take place in Outer London, the reduction in traffic volumes is a good result.

6.3.8 Like most other boroughs we have made good progress on reducing the number of people killed and seriously injured overall, with 22 boroughs (including Haringey) achieving an overall reduction of between 40% and 50%.

6.3.9 It is likely that the transport indicators that need to be reported to TfL will change with the adoption of a new Local Implementation Plan in 2010. TfL are likely to set a more limited range of mandatory indicators and then the boroughs can choose others to include. In the draft LIP guidance TfL were suggesting that there would be 5 formal indicators

- Mode share at borough level for all residents for all trip purposes
- A public transport reliability indicator (yet to be developed)
- Principal roads in need of maintenance (this is an existing national indicator)
- Killed and Seriously Injured (this is also an existing national indicator)
- CO2 emissions – tonnes/year or per capita but there is a potential method conflict with LAA target

7 Customer Satisfaction

7.1 We use the results of resident's surveys to assess priorities for service delivery and improvements.

7.2 Residents' survey

7.2.1 The Haringey Residents' Survey is undertaken each year to measure residents satisfaction with and perception of the council's services. The survey is part of a London-wide polling exercise that has been running since 1991 in partnership with London Councils. The questions in the survey are in two groups: London-wide questions which are asked across London followed by a series of local questions which are asked only in Haringey. The core London-wide questions cover the following topics:

- Issues of concern to residents
- Image of the borough
- Service delivery and use of services.

7.2.2 The 2009 Haringey Residents' Survey was conducted in February 2009. Over 1053 people were interviewed in-street and in-home at 88 sampling points across the Borough. Quotas are set on gender, age, working status of women, housing tenure and ethnic origin.

7.2.3 Traffic was mentioned as an area of personal concern by 20% of the sample. This was the fourth highest area of concern, exceeded only by crime, level of council tax and litter. It was of greater personal concern than issues such as jobs, education and health. Despite this, there was a 6% drop in the number of people concerned about traffic between the 2008 and 2009 survey.

7.2.4 In contrast, only 7% of respondents mentioned public transport as an area of personal concern. There was no change in this percentage between the 2008 and 2009 surveys. The survey also showed that people in Haringey are a little less concerned about public transport than Londoners as a whole.

7.2.5 Three topics of relevance to the Sustainable Transport service were included in the service delivery section of the survey: public transport, street lighting and repair of roads and pavements.

7.2.6 In the 2009 survey, 72% of Haringey residents considered the delivery of public transport services to be good or excellent. This figure has increased from 69% in 2008 and 62% in 2007. The 2009 figure is significantly better (7% higher) than the London-wide average.

7.2.7 In the 2009 survey, 64% of Haringey residents considered the delivery of street lighting services to be good or excellent. This is a slight fall from the 2008 figure of 66%. However, it is still higher than the 2007 figure of 62%.

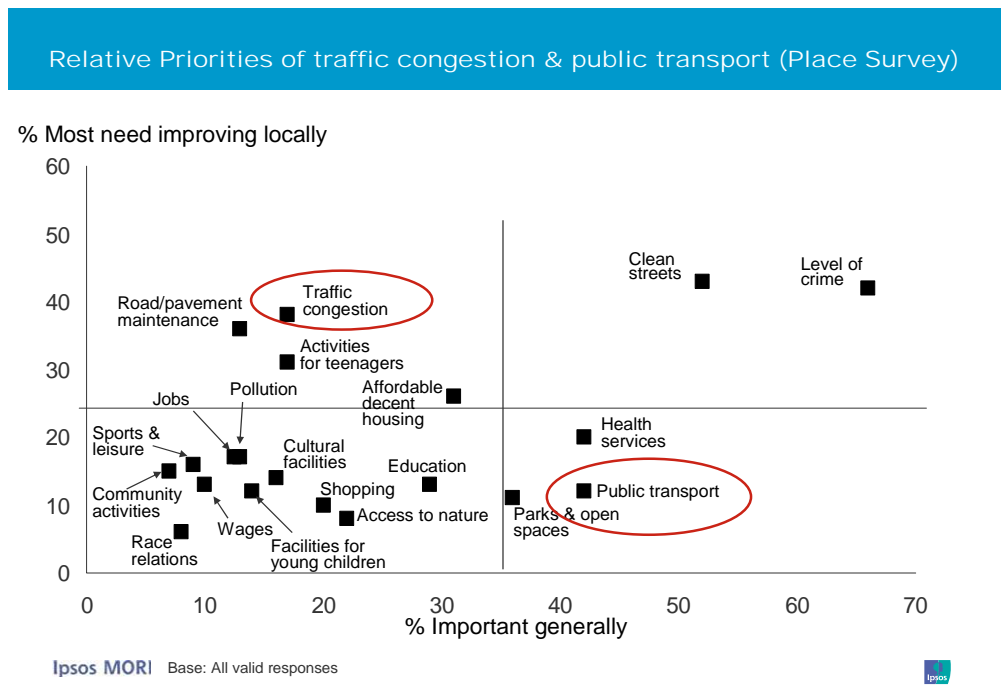
7.2.8 In the 2009 survey, 34% of Haringey residents considered the delivery of repairs to roads and pavements to be good or excellent. This is a significant

fall from the 2008 figure of 43%. The 2009 figure is similar to the 2007 figure of 33%. Haringey currently performs significantly less well (8% lower) than the London-wide average for this service.

7.3 Place survey

- 7.3.1 The Place Survey was developed by the Department for Communities and Local Government (CLG) in order to minimize the number of surveys undertaken by local authorities to measure 18 of the 25 National Indicators (NIs) set by the government in April 2008. The first survey was conducted in 2008/09 and was completed by approximately 1,900 people resident in Haringey.
- 7.3.2 The survey sought to ascertain what issues are of most concern to local people and those issues which need most improvement locally. In a list of twenty issues, public transport was found to be that of third greatest importance to local people, equal to health services. Level of crime and clean streets were the only areas considered to be of the greatest importance. Although considered important, public transport appeared low in the list of issues which residents felt most in need of improving locally.
- 7.3.3 In contrast, road and pavement maintenance appeared fifth from the bottom in the list of issues of greatest importance to local people. However it was fourth in the list of issues which residents felt most in need of improving locally.
- 7.3.4 The level of traffic congestion was also identified by many residents as in need of improvement; it came third in the list with only level of crime and clean streets having a higher priority. The level of congestion appeared half-way down the list of issues of greatest importance to local residents.
- 7.3.5 The relative priorities of all twenty issues in the list are shown in Figure 2 (overleaf) which maps those issues of most concern against those considered most in need of improvement. It may be seen that clean streets and the level of crime are significant priorities over and above other issues. It is noted that traffic congestion and public transport also figure prominently in this same assessment.

Figure 2 – Resident priorities for action from the Place Survey (2008)



7.4 Road to Improvement (2007)

7.4.1 In 2007 the Council carried out a consultation exercise to ask for views on the way the Highways Improvement fund is spent called “On the road to improvement”. The intention of the project was to give information on the type of projects which are eligible for funding and to find out what residents considered would be the top priority.

7.4.2 There were over 3500 responses received. The priorities were

Topic	Count	%
Pothole repair	1493	43%
Pavement replacement	1441	41%
Measures to ease bus congestion	992	27%
Cycling pathways	900	26%
Improved street lighting	858	24%
Measures to ease traffic congestion pinch points	828	24%
Road resurfacing	807	23%
More pedestrian crossings with traffic signals	758	22%
Road safety improvements	675	19%
Road safety education in schools	591	17%
Traffic calming	526	15%

Traffic islands (pedestrian refuges)	339	10%
Cycle stands/ cycle parking	273	8%
Cycle sanctuary (refuge)	177	5%
TOTAL	3505	100%

7.4.3 The information was used to support funding bids and as a result of this the pothole Blitz fund was set up for 2008/9. It has also influenced the split between investment in pavements and roads and the continued investment in street lighting.

7.5 NHT Benchmarking

7.5.1 In 2009 Haringey participated in a national highways and transport customer satisfaction benchmarking exercise with 75 other local authorities. Eight London boroughs participated, including Haringey. This allows each local authority to compare the levels of satisfaction with its service against other local authorities. A table setting out the key benchmarking indicators from this survey are set out in Appendix 5.

7.5.2 In terms of methodology, 4500 postal questionnaires were distributed with 12% being returned. The survey took place in June 2009.

7.5.3 The areas of most interest to this scrutiny review would be

- Accessibility
- Public transport
- Walking/cycling
- Traffic congestion

Accessibility

7.5.4 The satisfaction with accessibility to key services is high for all the London boroughs ranging from 75.98% to 82.54%. Haringey's score is 78.56% overall, which is to be expected with its position between inner and outer London. The scores for accessibility indicators are set out in Appendix 6.

7.5.5 The satisfaction with accessibility was also separately measured for people with disabilities and for those without a car. Ease of access (disabilities) scores ranged from 70.26% to 79.92%, with Haringey's score at 73.69%. When households without a car responded on accessibility, scores ranged from 72.61% to 84.49% and Haringey's score was 80.68%.

7.5.6 Overall, there was high satisfaction with accessibility for all the London boroughs.

7.5.7 The survey also asked about the scope for improvement. In terms of accessibility, it was accessibility for people with disabilities which was seen to need the most improvement at +6.23%.

Public Transport

7.5.8 This category includes bus services, information, taxi and mini cab services as well as community and demand responsive transport. The scores for public transport are set out in Appendix 7.

7.5.9 All London boroughs scored highly for satisfaction with local bus services, with scores ranging from 65.34% to 74.29%. Haringey's score of 72.9% is the second highest and the national average was 60.1%.

7.5.10 Satisfaction with public transport information was more mixed with scores ranging from 55.82% to 64.11% and Haringey's at 58.09%. The national average was 48.54%. Although these scores are all within a 10% window, the NHT identifies scores at over 60% to be "good".

7.5.11 These scores reflect the advantages that London has when it comes to bus services over the rest of the country and demonstrates the gap between London where there are good, frequent services, and integrated ticketing and information, compared with the de-regulated situation in the rest of England.

7.5.12 Overall, there is good satisfaction with taxi and min-cab services.

7.5.13 On community transport, the scores for the London boroughs only differ by 5%, between 58.81% and 63.01%. Haringey, just makes it into good satisfaction at 60.89%, which is virtually the same score as Hackney, which has had community transport for a lot longer and is much more established.

7.5.14 The areas identified as being most in need of improvement were local taxi/mini-cab services (+10.52%) and local public transport information (+6.02%).

Walking and Cycling

7.5.15 On pavements and footpaths, the scores range from 54.51% to 69.75%, although this high score is from Kensington and Chelsea, which is 7.25% the borough in second place. Haringey comes in at 56.36%, which is a reflection of the 25% of pavements which are in need of maintenance. The customer satisfaction scores are set out in Appendix 8.

7.5.16 Only Kensington and Chelsea achieve good satisfaction on certain aspects of pavements and footpaths, with the remaining boroughs all scoring between 55.27% and 59.95%. Haringey's score is 56.5%.

7.5.17 There seems to be the most dissatisfaction with cycling routes and facilities across all the London boroughs. Scores ranged from 44.14% to 55.32%.

Scores below 50% rate as poor satisfaction. Haringey's score was 46.77% compared to Hackney's at 53.26% and the national average at 52.46%. However, when certain aspects of cycle routes and facilities were measured, all London boroughs recorded poor satisfaction, including Hackney. This seems to be a national picture, with the average satisfaction being 48.26%.

- 7.5.18 Conversely, all London boroughs scored in the mid-high 50s for satisfaction on rights of way. However, this was not seen as an area which could be improved much, Haringey came out first on the Rights of way network for all London boroughs.
- 7.5.19 This was one of the areas where significant need for improvement was identified. For pavements and footpaths an scope to improve score of +13.39 score was recorded. On cycle routes and facilities there was a +21.20 score for scope to improve.

Conclusion

- 7.5.20 All the performance and customer satisfaction data indicates that Haringey is performing similarly to its nearest neighbours and other London boroughs in the transport services that it provides. The external recognition that we have received through awards, demonstrates that we provide good transport services, that we are effectively delivering infrastructure and behaviour change work associated with school travel plans.
- 7.5.21 We are particularly proud of our road safety achievements, both in terms of reducing accidents and in the innovative projects which have been delivered by our road safety education team to tackle accidents in the most vulnerable communities.
- 7.5.22 However, it is the condition of the infrastructure which comes out as a recurrent area of concern, from both the performance indicators and the customer surveys, despite consistent investment in recent years and an effective inspection programme. This affects walkers, cyclists and bus passengers as well as motorists, and so could have potentially damaging impact on the Council's efforts to encourage further sustainable travel.

8 Service challenges

- 8.1 The biggest driver for change within Haringey is the need to develop its own Transport Strategy by the end of 2010. This is due to a new Mayor's Transport Strategy being developed and the requirement for all London Borough's to develop a Local Implementation Plan to reflect this new strategy. Our own Transport Strategy will need to demonstrate how we will meet the Mayor's transport objectives. It will also need to reflect our position in North London with characteristics of both inner and outer London boroughs and our diverse population.

8.2 To some extent, the main drivers for change in sustainable transport, are the same as for most urban areas:

- climate change
- tackling overcrowding on public transport
- tackling highway congestion
- health inequalities
- poor air quality
- economic viability

8.3 London Borough's are expected to follow the main principles of the MTS, although they can provide reasoned justification for a different approach. As well the common drivers for changes to transport, it is also necessary to consider what might be the unique factors for Haringey and Haringey's own priorities.

8.4 Haringey's priorities

8.4.1 The social-economic situation in Haringey, means that accessibility to jobs, learning and health facilities may be a key priority.

8.4.2 Tackling crime came out top in the Place Survey of issues of concern to local residents. Therefore, a transport strategy for Haringey would need to focus on the contribution it can make, to helping people feel safe on Haringey streets, in particular, safe to walk, safe to cycle and safe to use public transport. This can also mean continuing to reduce the number of accidents and improving road safety.

8.4.3 The second most important issue for residents was clean streets. We need to consider how our scheme works can contribute towards helping to keep Haringey's streets clean and attractive.

8.4.4 The Greenest Borough Strategy, sets out a series of objectives and proposals to reduce carbon emissions in Haringey over the next ten years.

8.4.5 Overall in London, the growth in population and employment is expected to bring about an increase in demand for an additional 3 million trips. In Haringey it is likely that there will be increased demand for travel through increased housing growth, particularly in the regeneration areas of Tottenham Hale and Haringey Heartlands. In addition, the creation of significant employment opportunities outside of Haringey will re-enforce the current trend of out-commuting. When considering policy options for the Council's Transport Strategy it is important to consider the role of smarter choices in meeting or reducing this demand for travel.

8.10 **Opportunities**

- 8.10.1 However, a significant opportunity does exist with the need to develop the Council's own transport strategy and the emphasis that this could give to behaviour change. The Scrutiny Review will be concluding at a key time in the development of the strategy, when challenges and issues are being investigated and consultation on travel needs will have started. The introduction of a Transport Forum provides a place for residents and organisations to debate policy issues and to act as a consultative forum on the emerging strategy.
- 8.10.2 The changes to LIP funding also provide an opportunity for better integration of physical schemes to address a number of sustainable transport issues, including promotion and travel awareness. The approach agreed by Cabinet in September 2009, was to look at developing neighbourhood schemes taking School Travel Plans as a starting point to develop a range of initiatives.
- 8.10.3 There is still a need for public acceptance on the need for individuals to modify their behaviour to deliver public benefits such as increases in road safety or reductions in carbon emissions through travelling by other modes or at slower speeds for example. There is also the public perception that the introduction of traffic calming measures or the introduction of controlled parking zones are an infringement on private freedoms rather than for collective benefit.
- 8.10.4 There are already existing competing demands for resources to address the wide range of services which Sustainable Transport provides and this will become more intense in future years as funding is likely to decrease.

8.11 **New/planned initiatives**

The following initiatives demonstrate the efforts which the service is taking to develop sustainable transport and smarter choices.

- 8.11.1 DIY Streets: We are working with Sustrans as one of their partner authorities to develop the DIY Streets approach to a group of streets rather than an individual street. This will be a two year project to develop innovative traffic calming measures. It incorporates working with the community on travel behaviour as well as developing physical measures.
- 8.11.2 Biking Borough – we have been selected by TfL to be one of 12 outer London biking boroughs. We will receive up to £25,000 for consultancy work to recommend projects to significantly increase cycling in Haringey. This consultancy work needs to be completed by end of March 2010. Funding for these projects would need to come from the Council's LIP funding.

- 8.11.3 Muswell Hill Low Carbon Zone: We will be using the Muswell Hill Low Carbon Zone to pilot a different approach to personalised travel planning. For this project, the work with households, schools and businesses will cover behaviour change across a range of carbon reduction issues including, waste, energy and travel. Much of the funding for this project will come from the GLA.
- 8.11.4 Workplace and Residential Travel Plans – the creation of a new post funded through s106 to work on the development and monitoring of travel plans agreed through the planning process.

9 Equalities and Consultation

- 9.1 A full equalities impact assessment was carried out as part of the development of the existing LIP and a further equalities impact assessment will be needed for the new transport strategy. Particular attention was paid to transport disadvantaged groups such as disabled and elderly persons through proposals for community and accessible transport.
- 9.2 The Council has had a Mobility Forum for several years which met to consider mobility issues for people with limited mobility and this included disabled and elderly people. Although the intention was that this group would also cover parents with young children and young people, it never managed to attract representation from these groups. This group has now been amalgamated into the Transport Forum which was established earlier this year. Part of the Transport Forum's role is to act as a consultative forum on transport issues. However, representation at the Transport Forum so far has not been representative of Haringey's diverse population.
- 9.3 Different consultation arrangements exist for different types of transport and highways projects. The most intensive consultation is used for traffic calming and parking schemes, where officers work with a Focus Group of residents and stakeholders to develop proposals for consultation and implementation. For straightforward highway works, such as road resurfacing, only notification of the works going ahead is provided to local Councillors, residents and traders.
- 9.4 The service is conscious of the importance of the walking environment and public transport particularly to Haringey's most deprived residents, who are reliant on these methods of transport.

Accessibility

- 9.5 Accessibility is a key issue which sustainable transport addresses, particularly physical accessibility. This is achieved through carrying out works to improve accessibility such as dropped kerbs, raised tables across side roads and bus stop works to make it easier for people to get on and off buses.

- 9.6 Our footway works are also important in improving the quality of pavement surfaces and reducing the need for small scale remedial treatments to remove trip hazards.

Mobility

- 9.7 The Council has introduced a number of new initiatives in recent years to improve mobility in the borough. This includes the introduction of a community transport scheme and Leisure Mobility, which takes mobility scooters to different locations in the borough.

Road Safety

- 9.8 Black people were found to disproportionately represented in traffic accident statistics and this has led to the work that we have done in the last few years with different ethnic groups.

Appendices

Appendix 1 – Sustainable Transport Service – Structure chart

Appendix 2 - Audit Commission comparative assessment of performance

Appendix 3- Extracts from Audit Commission value for money report 2009

Appendix 4 - Comparison of Haringey TfL Performance data with London wide data

Appendix 5 – NHT Benchmarking – key benchmarking indicators

Appendix 6 – NHT Benchmarking – accessibility indicators

Appendix 7 – NHT Benchmarking – public transport indicators

Appendix 7 – NHT Benchmarking – walking and cycling indicators

Background papers

www.dft.gov.uk/pgr/regional/ltap - How is an authority's transport performance assessed for CPA?

<http://vfm.audit-commission.gov.uk/reports> - Use of resources assessment: Value for Money Profile report: Environment, planning and transport 2008/9: Haringey London Borough Council

Guidance on Developing the second Local Implementation Plans: Draft for Consultation. TfL/London Councils. October 2009.

2009 London-wide Performance Report. TfL

MTS Implementation Targets – Data Reports 2008 (2008/09): Haringey: North London. TfL

SUSTAINABLE TRANSPORT

HIGHWAYS ASSETS GROUP Demos Kettenis

ENGINEERING PROJECTS TEAM Danny Gayle

* To ensure the effective delivery of all aspects of Corridor schemes, walking, cycling and bus measures including schemes funded by new developments

STREETLIGHTING TEAM Steve Lain

* Streetlighting planned & reactive maintenance
* Management of Streetlighting assets

PLANNED & REACTIVE TEAM Laurence Pratt

* Maintenance of the existing public highway infrastructure

* Pavement and road repairs (planned and responsive); repairs to signs, bollards, road markings, guardrails and street furniture & installation of footway vehicular crossings

* Managing cleaning out of gullies and surface water courses

* Structures planned and reactive maintenance

TRAFFIC MANAGEMENT GROUP Oladejo Olatunji

NETWORK MANAGEMENT TEAM Mahmood Ramjan

* Co-ordinate all works on the highways
* Inspect utility company works
* Inspect works on the highway
* Licensing of scaffolding, hoardings, crane operations & containers
* Management of major utility projects (VMR, NGRID, Gas)

TRAFFIC MANAGEMENT ORDERS

* Permanent traffic orders
* Temporary traffic orders
(Road closures - e.g. fireworks displays, demonstrations, celebrations, street parties, road works)

IT SUPPORT GIS TEAM (Geographical information Systems) Michelle Alipio

* Provide support to the business software needs e.g. Confirm; Autocad; GIS

* Are the custodians of the local street gazeteer

* Support management of highways assets incl. gullies, carriageways & footways

* Maintain, update and improve all electronic mapping systems

TRANSPORT POLICY & PROJECTS GROUP Tony Kennedy

NEIGHBOURHOODS TEAM Derek Smith

* 20MPH zones
* Traffic calming measures
* Traffic management measures
* A406 traffic management complementary measures

PARKING PROJECTS TEAM Chris Roberts-Wray

* Pay & Display, Stop & Shop Schemes
* Waiting & loading restrictions
* CPZ new schemes & reviews
* Yellow Box markings

TRANSPORTATION TEAM Malcolm Smith

* Transport policy development
* Travel Awareness and events

* Transport assessment of Development proposals including Spurs application

* Streetcar, electric charging points

* School Travel Plans
* School Crossing Patrols
* Road Safety Education

Appendix 2 – Audit Commission comparative assessments of performance

Comprehensive Performance Assessment 2008

Our performance is assessed in a number of ways. Firstly, transport services are assessed as part of the Comprehensive Performance Assessment. In London, this is fairly limited as the transport role is split between Transport for London and the London Boroughs. The “Transport” definition includes parking services and concessionary fares which are not within the Sustainable Transport service and therefore this indicator is not directly relevant.

Under CPA transport is located within the “Environment” block together with waste management and spatial planning. The latest service assessment for Environment is a 3 (performing well – consistently above minimum standards).

Two different sources are brought together to provide the transport component of the Environment service scores. These are Best Value Inspections and Best Value (now National) Performance Indicators. In Haringey there are no relevant Best Value Inspections. This means that the only comparative data used for the CPA assessment is our performance indicators.

The last inspection in 2008 found that the following indicators were:

Above the upper threshold (this means comparatively high performance)

- Reducing killed and seriously injured (KSI) road casualties
- Reducing slightly injured road casualties

Between the thresholds

- Condition of non-principal unclassified roads
- Percentage of pedestrian crossings with facilities for disabled people
- Condition of surface footway
- Intervention of the Secretary of State under traffic Management Act powers

No highways or transport indicators were below the lower threshold which would indicate comparatively low performance.

Comprehensive Area Assessment 2009

The 2009 CAA mentions that the Council is making good progress in improving road safety by reducing both serious injuries and slight injuries.

Appendix 3 Audit Commission – extracts from value for money report – 2009

Use of resources assessment

Value for Money Profile report

Environment, planning and transport

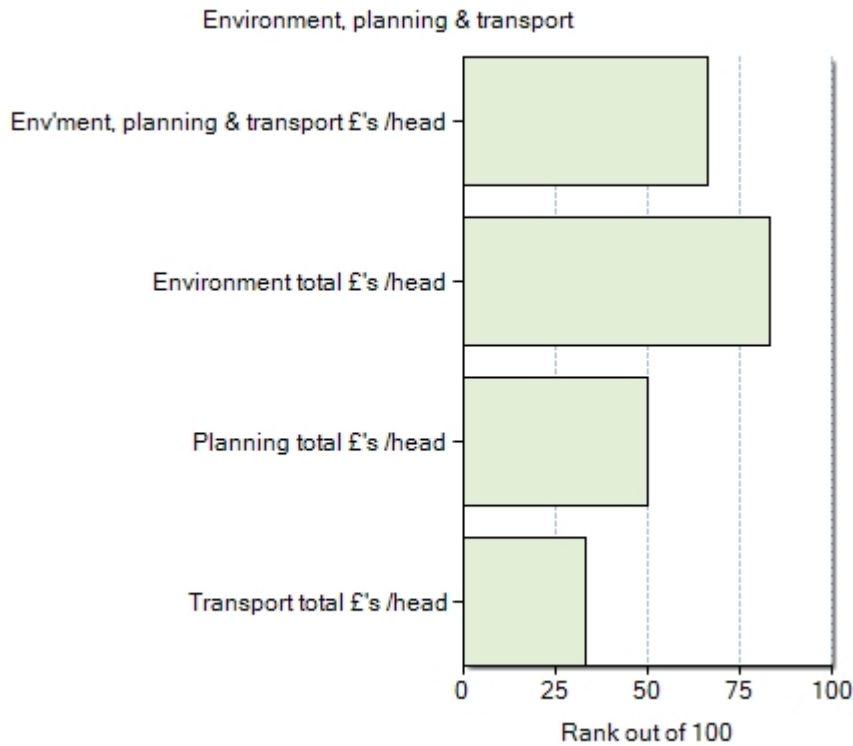
2008/09

Haringey London Borough Council

(Revised February/March 2009)

Report generated on 27 Nov 2009 at 16:09:35

Environment, Planning and Transport



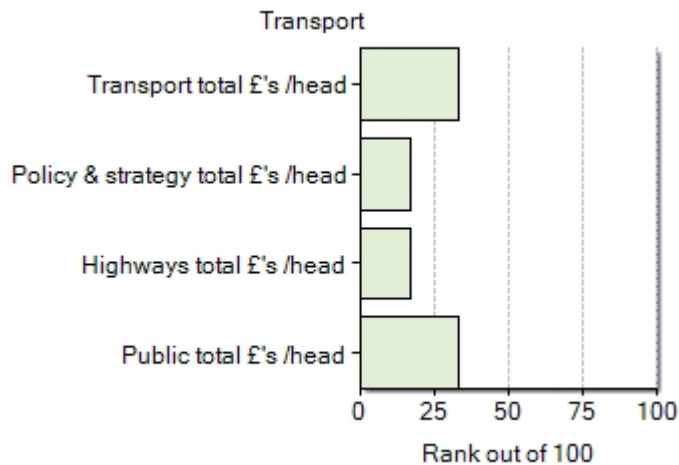
Each bar of the chart shows how the council's spending for these services ranks when compared to other councils. For example, if a council spends more on planning than all the councils in the comparison group it has a rank of 100 and if it spends less on planning than all the councils in the comparison group it has a rank of 0.

Each year the Audit Commission makes an assessment of the council's performance in providing environmental services. The assessment is made by combining environment inspection reports with a range of performance indicators. In 2007 the council's environmental services were scored as level 3 (performing well - consistently above minimum requirements) out of a possible 4.

In [single tier] councils, the environmental services account for around 8 per cent of expenditure.

For more information about the data used in this report please refer to Annex One.

Transport

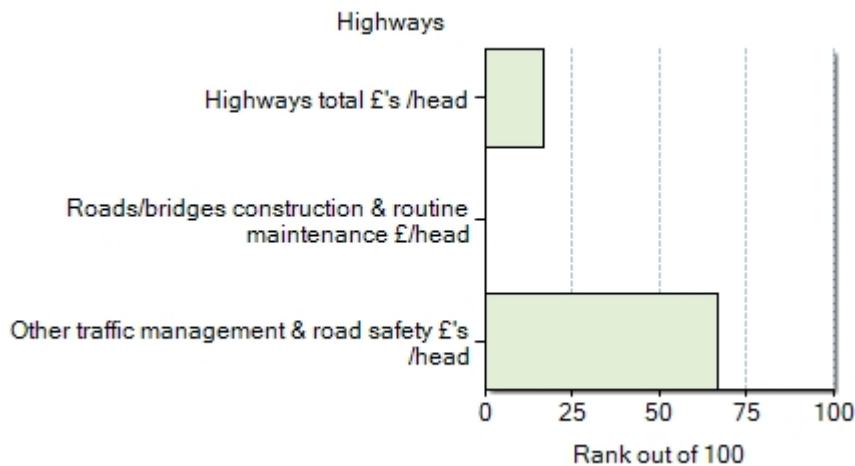


Each bar of the chart shows how the council's spending for transport services ranks when compared to other councils. For example, if a council spends more on highways than all the councils in the comparison group it has a rank of 100 and if it spends less on highways than all the councils in the comparison group it has a rank of 0.

Spending on transport is made up principally of spending on highways (with the exception of London boroughs) and spend on public transport including concessionary fares, parking spend and income.

Transport: Highways

Overview



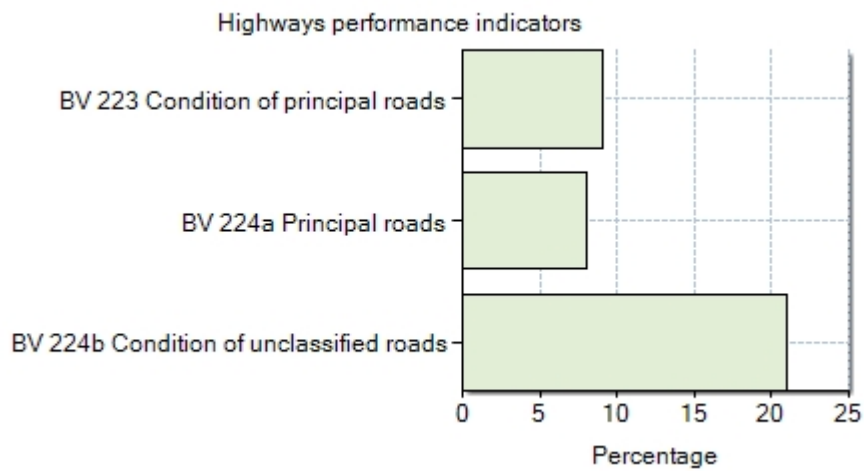
Spending on construction and maintenance typically account for 80-90 per cent of planned spending on highways.

There is a significant time lag between historic measures of road condition and plans for spending to maintain and improve infrastructure.

The Gershon review suggested that substantial efficiency gains are available through roads maintenance procurement.

Transport: Highways

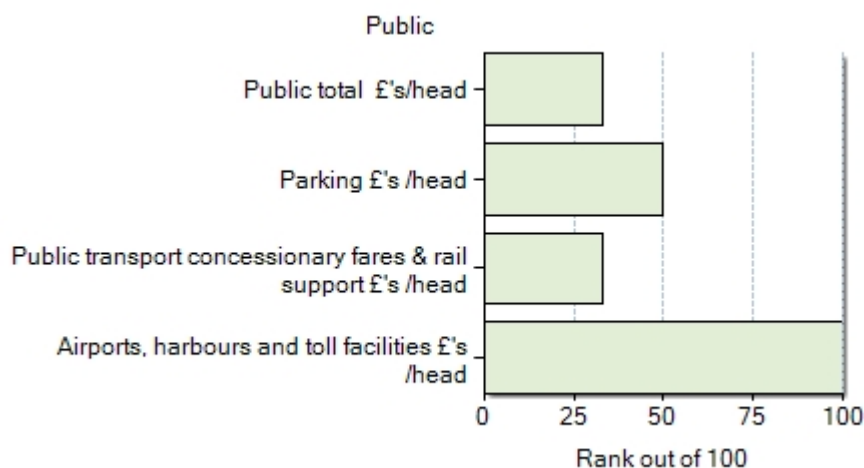
Highways performance indicators



The chart compares the council's performance on highways indicators - BVPI 223 principal road condition, BVPI 224a non-principal road condition, and BVPI 224b unclassified road condition.

In comparing spending with the performance indicators highlighted above, it is important to bear in mind the time lag between historic measures of road condition and plans for spending to maintain and improve infrastructure.

Transport: Public



Outside London, councils may procure socially necessary bus services to complement the service provided by the commercial network.

N.B There seems to be an anomaly with the report in that we are identified as being the highest spending authority with respect to airports, harbours and toll facilities, although there are no records of such facilities in Haringey and our recent returns have shown no spend for this item

Authorities used for the Comparison group Geographical Neighbours within this report:

- Barnet London Borough Council
- Islington London Borough Council
- London Borough of Camden Council
- London Borough of Enfield
- London Borough of Hackney

- London Borough of Waltham Forest

Appendix Comparison of Haringey Transport Performance with TfL targets and London wide performance

Performance Indicator	TfL Target	Haringey 2008/9	London Average 2008/9	Comparative position in London	
Improving road safety					
No of people killed and seriously injured overall	-50% by 2010	-43%	-44%	Haringey are on track to meet this target. 22 boroughs have achieved overall KSI reductions of between 40% and 60%	
No of pedestrians killed and seriously injured	-50 by 2010	-44%	-41%	Low numbers prevent meaningful comparisons	
No of cyclists killed and seriously injured	-50% by 2010	-31%	-24%	Haringey is not on track to meet this target and only 12 London boroughs are on track to meet this. Increases in the numbers of cyclists have also led to increasing numbers of cyclists being involved in accidents	
No of motorcyclists killed and seriously injured	-40% by 2010	-16%	-14%	Haringey is not on track to meet this target. Performance varies substantially between boroughs as casualty numbers are often low.	
No of children killed and seriously injured overall	-60% by 2010	-52%	-63%	More than two-thirds of boroughs have achieved a reduction of more than 60%. Haringey is one of 7 boroughs to have achieved a reduction of between 50% and 60%.	
No of slight casualties overall	-25% by 2010	-29%	-36%	Haringey was one of 5 boroughs which achieved a reduction of between 20% and 30%. However 25 boroughs achieved reductions of greater than 30%.	
Improving bus journey time and reliability					
Improved speeds in the am peak	Increase or maintain speeds at 2005 levels	77.78%	39%	This is based on 9 routes in the borough.	
Improved speeds in the inter peak	Increase or maintain speeds at 2005 levels	55.56%	36%	This is based on 9 routes in the borough.	

Appendix Comparison of Haringey Transport Performance with TfL targets and London wide performance

Improved speeds in the pm peak	Increase or maintain speeds at 2005 levels	33.33%	33%	This is based on 9 routes in the borough.	
Relieve traffic congestion and improve journey times					
Traffic volume	No TfL target	-2%	-1.4%	The data suggests that traffic volumes peaked in 2006 and have since reduced by 2.2% since.	
Mode share of trips by car	To maintain or increase the proportion of personal travel made by means other than the car	+3%	Increased by average of 2.8% in 23 boroughs and decreased by average 2.1% in 10 boroughs		
Mode share of trips by foot		+2%	Increased by average of 2.9% in 22 boroughs and decreased by average 1.9% in 11 boroughs		

Appendix Comparison of Haringey Transport Performance with TfL targets and London wide performance

			Increased by average of 0.4% in 20 boroughs and decreased by average 0.5% in 12 boroughs		
Mode share trips by bicycle		No change from 2%			
Mode share trips by bus/coach		-3%		Haringey experienced a higher than average reduction in bus/coach travel	
Proportion of walking and cycling school trips		47%	No data available	A reduction of 3% between 2008 and 2009 based on a three year average	
Proportion of walking and cycling work trips		13%	No data available	An increase of 2% between 2008 and 2009 based on a three year average	
Walking trips made in the borough	280 million	278 million	Increased by average of 11% in 10 boroughs and decreased by average of 7.1% in 23 boroughs	Haringey had an increase of 4.12% in walking trips between 2008 and 2009	
Cycling trips in the borough	3.8 million	3.8 million	5.7%	Haringey had an increase of 41% in cycling trips between 2008 and 2009	
No of schools where a school travel plan has been submitted	100%	98 out of 99	85% of schools have a STP	14 boroughs achieved between 90% and 100% of schools with STPs.	

Appendix 5: NHT Benchmarking 2009 - Key Benchmarking Indicators

Authority	KBI 01 - Overall (local)	KBI 02 - Overall (national)	KBI 03 - Ease of Access (all)	KBI 04 - Ease of Access (Disabilities)	KBI 05 - Ease of Access (no car)	KBI 06 - Local bus services	KBI 07 - Local Bus Services (BVPI 104)	KBI 08 - Public transport info (BVPI103)	KBI 09 - Taxi/mini cab services	KBI 10 - Community Transport	KBI 11 - Pavements & footpaths	KBI 12 - Pavements & Footpaths (aspects)	KBI 13 - Cycle routes and facilities	KBI 14 - Cycle routes and facilities (aspects)	KBI 15 - Rights of Way	KBI 16 - Satisfaction - Rights of Way (aspects)
LB Hackney	59.03	58.85	77.9	71.01	78.46	72.82	74.05	58.35	66.86	60.88	62.5	58.76	53.26	47.68	55.82	53.7
LB Haringey	57.15	56.96	78.56	73.69	80.68	72.9	76.68	58.09	66.63	60.89	56.36	56.5	46.77	40.6	59.77	55.38
LB Islington	59.28	59.1	82.54	79.92	84.49	70.86	76.46	64.11	67.38	58.81	61.31	59.95	52.65	47.5	58.16	49.64
LB Lambeth	56.54	56.37	78.78	77.8	79.01	70.63	74.6	55.82	64.69	59.51	55.19	57	46.84	44.38	54.25	50.18
LB Redbridge	58.74	58.68	75.98	70.26	72.61	67.53	67.55	56.34	67.79	61.49	57.51	58.11	53.7	45.51	59.55	52.77
LB Tower Hamlets	57.57	57.54	78.25	71.3	79.32	66.05	68.51	57.42	67.1	63.01	58.58	55.27	49.24	42.41	59.34	49.13
LB Waltham Forest	56.15	56.03	77.16	72.52	77.16	65.34	71.65	59.36	67.47	58.07	54.51	55.38	55.32	49.51	56.51	53.91
RB Kensington & Chelsea	61.84	61.62	81.71	76.32	81.88	74.29	73.94	60.97	72.02	59.78	69.75	66.11	44.14	40.05	58.69	49.96
Average	56.18	56.16	77.98	72.77	75.13	60.1	59.07	48.54	67.15	58.2	55.48	56.34	52.46	48.26	58.43	53.09

Accessibility Indicators

Appendix 6: NHT Benchmarking 2009 - Accessibility indicators

Authority	ABI 01 Where you work	ABI 02 Post Office/banks	ABI 03 Local shops/supermarkets	ABI 04 Hospital	ABI 05 Doctors and health facilities	ABI 06 School/college	ABI 07 Leisure Facilities	ABI 08 To visit friends /family	ABI 09 Walking	ABI 10 Cycle	ABI 11 Bus	ABI 12 Car (or Van)	ABI 13 Passenger in a car	ABI 14 Motorcycle or moped	ABI 15 Taxi or mini-cab	ABI 16 Train	ABI 17 Wheelchair or mobility scooter	ABI 18 Community Transport	ABI 19 Demand Responsive Transport	ABI 20 Tram	Average
LB Hackney	77.79	81.87	85.44	69.09	83.37	76.96	77.73	70.97	75.63	68.86	76.34	71.18	73	67.06	71.08	65.44	51.37	62.11	65.11		72.13
LB Haringey	75.35	81.77	86.02	67.09	84.95	80.96	80.44	71.9	72.39	56.53	71.21	73.56	72.61	64.41	69.15	69.51	44.89	53.26	59.51		70.29
LB Islington	84.89	88.16	89.37	73.88	87.63	82.71	80.9	72.81	77.36	68.75	76.5	68.8	70.53	66.28	75.39	70.57	52.25	60.66	61.71		74.17
LB Lambeth	77.86	83.32	85.37	71.65	86.29	78.79	76.87	70.08	75.88	64.71	74.5	73.69	73.14	71.59	74.47	71.56	45.09	57.15	61.68		72.3
LB Redbridge	73.95	79.46	82.63	67.76	81.76	77.47	71.65	73.13	62.3	51.65	60.55	81.4	78.87	62.59	71.32	67.38	47.88	55.54	57.53		68.67
LB Tower Hamlets	78.42	81.38	82.82	70.41	85.04	82.06	75.53	70.35	74.35	61.35	70.79	73.02	73.89	66.45	73	68.5	53.41	58.22	57.8		71.41
LB Waltham Forest	77.5	81.42	83.83	69.2	81.47	77.97	73.69	72.21	68	54.12	64.69	77.53	74.89	66.61	73.41	67.26	46.83	51.39	48.67		68.98
RB Kensington & Chelsea	80.28	84.73	89.97	79.14	86.76	76.53	80.56	75.68	80.25	60.82	72.64	75.65	75.75	63.08	78.8	71.77	53.99	62.32	54.07		73.83
Average	77.53	79.76	83.62	68.15	82.06	79.64	76.55	76.56	57.69	51.29	54.41	86.1	80.16	66.55	70.6	47.13	39.48	45.71	47.87	57.41	

Appendix 7: NHT Benchmarking 2009 : Public Transport Indicators

Authority	PTBI 01 Frequency of bus services	PTBI 02 Number of bus stops	PTBI 03 The state of bus stops	PTBI 04 Whether buses arrive on time	PTBI 05 How easy buses are to get on/off	PTBI 06 The local bus service overall	PTBI 07 Bus fares	PTBI 08 Quality and cleanliness of buses	PTBI 09 Helpfulness of drivers	PTBI 10 Personal safety on the bus	PTBI 11 Personal safety at bus stops	PTBI 12 Raised kerbs at bus stops	PTBI 13 The amount of public transport information	PTBI 14 The clarity of public transport information	PTBI 15 The accuracy of public transport information	PTBI 16 Provision of public transport information	PTBI 17 Ease of finding the right information	PTBI 18 Information about accessible buses	PTBI 19 Plan Journeys in advance	PTBI 20 Availability of taxis or minicabs	PTBI 21 Reliability of taxis or minicabs	PTBI 22 Cost (fares) of taxis or minicabs	PTBI 23 Suitability of taxis or mini cabs	PTBI 24 Helpfulness of taxi/mini cab drivers	PTBI 25 Availability of Community Transport	PTBI 26 Reliability of Community Transport	PTBI 27 Community Transport fares	PTBI 28 Suitability of Community Transport	PTBI 29 Helpfulness of Community Transport drivers	Average
LB Hackney	71.43	78.35	67.61	57.61	73.46	71.49	48.07	50.01	46.55	53.81	53.52	56.45	64.24	63.67	60.24	62.61	60.67	51.64	69.26	73.97	69.18	39.64	48.14	56.85	56.07	51.25	48.98	57.04	55.39	59.21
LB Haringey	72.52	79.61	63.91	60.51	70.77	70.38	47	51.22	50.09	50.35	50.14	55.71	65.4	64.12	59.64	62.31	60.09	53.66	68.28	70.8	66.16	41.41	48.73	57.91	59.13	59.11	50.33	54.25	57.95	59.36
LB Islington	72.74	78.77	69.27	59.58	73.92	69.86	53.9	56.55	47.67	54.7	55.66	56.79	66.6	67.36	62.79	64.3	63.4	54.13	70.63	73.47	71.39	39.55	49.28	58.93	57.49	58.08	55.16	54.36	59.81	61.25
LB Lambeth	72.68	81.41	66.96	56.56	72.2	69.36	51.24	50.22	47.61	54.36	53.48	55.8	62.45	62.97	59.64	60.73	59.34	51.67	70.38	68.4	66.92	39.9	52.04	59.43	48.29	52.99	49.18	56.93	55.23	58.87
LB Redbridge	63.84	73.94	61.75	53.69	71.21	65.51	43.86	57.5	55.53	54.48	51.94	56.58	62.28	62.28	60.96	61.11	57.86	50.62	66.21	73.68	69.24	45.5	50.48	61.21	56.66	54.87	51.6	52.55	60.22	58.87
LB Tower Hamlets	65.33	75.42	64.56	50.96	69.85	63.72	50.03	54.63	50.4	53.12	51.37	54.35	64.33	62.31	60.36	61	58.87	51.02	70.73	73.17	68.02	40.56	51.12	62.17	58.82	58.52	56.2	62.63	67.78	59.7
LB Waltham Forest	66.09	75.45	59.19	50.69	70.83	65.68	41.96	51.38	52.68	50.96	47.53	55.51	65.56	64.19	61.32	61.95	60	57.52	69.55	75.51	71.36	48.69	52.5	59.56	59.67	57.62	52.19	55.75	59.23	59.31
RB Kensington & Chelsea	72.36	79.08	72.87	57.4	73.88	71.62	55.74	60.95	53.86	61.03	60.33	61.33	67.11	67.41	64.37	64.13	62.14	52.97	69.9	76.16	77.31	35.66	60.09	66.87	58.7	56.24	55.27	60.21	62.84	63.37
Average	61.28	71.03	59.81	56.28	72.11	60.3	41.05	58.41	59.61	61.64	59.11	62	58.56	58.36	59.04	56.39	54.07	49.51	58.49	74.93	72.43	45.85	57.86	65.14	56.75	57.57	53.19	56.88	62.59	

Appendix 8 NHT Benchmarking 2009: Walking and Cycling Indicator:

Authority	WCBI 01 Provision of pavements	WCBI 02 Condition of pavements	WCBI 03 Cleanliness of pavements	WCBI 04 Direction signposts for pedestrians	WCBI 05 Provision of safe crossing points	WCBI 06 Drop kerb crossing points	WCBI 07 Pavements kept clear of obstructions	WCBI 08 Provision of cycle routes	WCBI 09 Condition of cycle routes	WCBI 10 Cycle crossing facilities	WCBI 11 Cycle parking	WCBI 12 Direction signing for cycle routes	WCBI 13 Cycle route information e.g. maps	WCBI 14 Cycle training (e.g. at schools)	WCBI 15 Cycle facilities at place of work	WCBI 16 Provision of Rights of Way footpaths	WCBI 17 Provision of bridleways	WCBI 18 Signposting of Rights of Way	WCBI 19 Condition of Rights of Way	WCBI 20 Ease of use by those with disabilities	WCBI 21 Information about Rights of Way routes	Average
LB Hackney	72.48	59.58	50	56.7	60.13	60.21	52.19	48.82	48.8	44.93	41.88	48.59	49.73	50.71	47.97	62.79	55.21	55.07	56.66	49.52	42.98	53.09
LB Haringey	67.27	50.25	44.76	57.79	60.97	61.67	52.8	39.03	42.22	39.36	33.66	41.56	44.3	38.91	45.77	63.15	52.32	57.39	58.65	52.85	47.92	50.12
LB Islington	71.34	56.08	49.12	58.07	61.62	63.95	59.49	46.32	48.65	44.65	43.88	46.95	51.13	48.89	49.55	59.25	47.24	48.35	54.36	48.39	40.24	52.26
LB Lambeth	69.07	50.38	48.41	55.14	59.71	59.83	56.46	45.25	44.83	42.12	37.95	43.99	45.66	44.46	50.8	59.08	49.87	48.78	52.72	51.44	39.21	50.25
LB Redbridge	70.38	54.82	49.96	58.71	62.32	64.8	45.79	46.95	50.64	46.94	39.54	46.41	42.98	44.06	46.57	61.88	52.65	53.96	56.92	48.49	42.7	51.78
LB Tower Hamlets	68.71	54.33	46.26	55.54	56.71	55.36	50	45.63	45.09	41.11	37.93	41.54	40.42	40.32	47.21	57.04	49.13	52.21	53.74	45.14	37.52	48.62
LB Waltham Forest	67.91	49.73	40.15	56.37	62.65	60.68	50.18	54.82	52.23	49.62	44.41	52.63	45.74	46.52	50.1	62.09	58.83	53.22	54.97	51.23	43.14	52.72
RB Kensington & Chelsea	76.99	65.65	60.17	62.92	65.2	67.21	64.65	38.2	43.32	39.1	35.5	36.91	39.29	42.35	45.75	57.85	48.46	48.54	55.06	49.62	40.2	51.57
Average	67.37	52.25	50.4	59.01	59.36	62.28	43.73	50.76	54.43	49.35	42.32	48.95	44.33	47.56	48.39	63.54	56.99	55.7	54.91	44.23	43.19	