

# Key Issues Briefing

## Cabinet Member for Environment and Conservation

### Frontline Services

### February 2010

#### Winter maintenance

The Council agreed gritting strategy is:

- To focus gritting activity on carriageways and pavements that are the most heavily used and where vulnerable people need assistance.
- To maintain safe pavements in the 15 town centres
- To keep bus routes running and to ensure emergency services can operate.
- A network of 99 salt grit bins on public highways at strategic locations.

The cold spell started on 17<sup>th</sup> December 2009 and lasted for a period of 4 weeks. During this period temperatures were at or below zero for almost all of the time and there were several snow falls. From 17<sup>th</sup> December 2009 to 23<sup>rd</sup> December 2009 gritting activity was almost around the clock. During this time almost all carriageways in the borough were gritted at least once. Priority 1 and Priority 2 carriageways were gritted several times. We also maintained gritting services on town centre pavements and carried out gritting on residential road pavements to support refuse and recycling collections.

From 23<sup>rd</sup> December 2009 to 4<sup>th</sup> January 2009 gritting was less intense with nightly overnight frosts requiring frost patrols on carriageways most nights. We carried out more comprehensive gritting over the New Year due the forecast for snow.

From 4<sup>th</sup> January 2009 onwards it became necessary to prioritise gritting activities to focus on main roads, bus routes and Town Centre pavements. We also responded to the needs of schools and social care services and suspended the filling of salt bins. This prioritisation was made because the forecast at that time was for the cold spell and snow to continue for at least 2 more weeks and it was clear that full replenishment of the salt grit stock was unlikely due to the national situation. The government took control of salt grit supplies from 7<sup>th</sup> January 2010 and this was managed locally through the London Local Authority Control Centre.

From 7<sup>th</sup> January a priority one service was completed early in the mornings and town centre pavements were gritted. Street cleansing and refuse crews were also deployed to remove snow and ice. On 8<sup>th</sup> January salt bins were filled again and refuse and recycling services returned to normal in the week of 13<sup>th</sup> January, although there was still ice present in some parts.

In total we have used around 1,200 to 1,500 tonnes of grit and covered 2,816 km.

- 13 x Frost Patrols Completed - 650 Km covered
- 12 x Priority 1 - 1,404 Km covered
- 2.5 x Priority 2 - 150 Km covered
- 6 x Priority 3 (Part)/ WB Rounds - 192 Km
- 6 x Resilience Network - 420Km

During this period there was an extensive communication taking place including, after Xmas, daily member briefings from the Leader. We are now doing the annual review of the winter maintenance strategy and, in light of the recent experiences, would welcome members' views on issues that it should cover and ways of consulting local people.

## **Good progress on pothole repairs**

The snow and icy weather also had an impact on our roads, with a large number of potholes appearing. The Pothole Hotline and the facility for the public to report potholes on the website has been promoted and all Frontline Services staff, not just the highways inspectors, have been asked to report potholes if they see them. Our contractor is also identifying and repairing potholes. In January, over 400 potholes were identified and repaired and this compares with 2500 for the whole of 2008/9.

## **TfL transport funding for 2010/11**

TfL have confirmed Haringey's transport funding for 2010/11 of £4.2m. This is a substantial increase on funding last year. It consists of:

- £1046k for principal road renewal and bridges
- £1268k for corridors - the priority corridors are Tottenham High Road and High Road (Wood Green)
- £1065k for neighbourhoods – to implement the A406 complementary works in Palace Gates, as well as 20mph zones for Wightman Road and Hornsey Park Road
- £374k for smarter travel initiatives including school and workplace travel plans
- £350k for the introduction of a diagonal crossing and pedestrian accessibility improvements.

Each borough also has £100k to spend on transport projects at its discretion and next year this funding will help promote sustainable transport as part of the Muswell Hill Low Carbon Zone project. Full details of the transport and highways proposed works for 2010/11 will be presented to Cabinet in March.

## **London permit scheme starts**

We introduced a permit scheme for highways works from January 11<sup>th</sup> 2010, along with 17 other London Boroughs and TfL. It gives us greater control over road works and will help minimise congestion. Only Kent County Council outside London has been given approval to operate a permit scheme.

Formerly road works were co-ordinated through a system of “notices” and negotiation needed with utility companies to change the dates of their works. Under the permit scheme, utility companies have to apply for a permit and we have a short period to reject the application. The Council's highways contractor is also treated the same as the utility companies. Emergency works and new connections, which give rise to most incidents of repeated re-openings of works, are still exempt from this scheme.

## **Biking borough funding success**

Haringey has been successful in its bid to become a Biking Borough. This is a TfL initiative for outer London boroughs. We have been awarded £25k to fund consultants to look at measures we could take to help create a cycling revolution in Outer London. The work, due to be completed by the end of March, will influence scheme development from April 2010 and in future years. Our bid was successful as TfL recognised the 50% increase in cycling in the borough in the last few years and the potential for further increases in cycling. A consultant has been selected to carry out this work and is currently gathering background information.

## **Car clubs – further consultation**

We are currently consulting on proposals to expand the number of car club bays in the borough. In July 2009 we put in 27 on-street car club vehicles at 14 locations. There are now over 2264 streetcar members in Haringey and daily usage figures show that nearly all vehicles are fully used for over 12 hours every day. This is higher than the national average across Streetcar's fleet.

With Streetcar, we are now proposing to introduce an additional 42 car club vehicles at 35 locations across the borough, between April and June 2010 to service the increasing demand. Formal consultation with residents, businesses and councillors will start by the end of February. Following this, signage and lining works will start in late March and vehicles delivered between April and June.

Streetcar's survey results indicate that the 35 car club vehicles in Haringey have resulted in over 800 private cars have been taken off our streets as car club members usually sell their cars to join the scheme. The survey also suggests that the 2264 Haringey streetcar members are driving 68% less than before they joined the scheme and are using public transport 40% more (data from Car Plus Survey 2009 [www.carplus.org.uk](http://www.carplus.org.uk) & Streetcars membership survey). Also the CarPlus website states that car club vehicles emit 64% of the CO2 (36% less) than private vehicles disposed of by car club members.

## **Parking improvements**

We introduced changes to the parking restrictions in the Crouch End and Muswell Hill under experimental powers. This is after extensive meetings with Councillors and Traders in the two areas. We have extended the hours of operation within the pay and display bays to allow for a longer turn over and waiting and loading restrictions have been rationalised to avoid confusion. If the changes are a success and do not interfere with traffic flow, the arrangement will be made permanent, subject to Cabinet approval in March. Free parking was also available in council car parks over the weekends throughout December. This was well received and car parks were relatively busy over this period.

## **'My Cleaner Haringey' progress**

Work has been continuing to improve the perception of the cleanliness in the borough. This includes:

**Clean Sweeps** have now taken place in the Gyrotory Gardens area of Tottenham Green, the Harringay Ladders, the area around West Green Road and Seven Sisters. A further Clean Sweep is planned for St Ann's ward in the week beginning 15<sup>th</sup> February. Activities during the Clean Sweeps have included; community engagement activities such as raising awareness at local schools and involving local school children in activities such as litter picks, daily patrols by Street Enforcement Officers, activities to tackle dog fouling, cutting back overgrown foliage from vulnerable residents front gardens, providing community skips for residents to dispose of bulky waste as well as community bulb planting projects. These activities have been very well received by local residents.

**Block cleaning** of streets was trialled in the Haringey Ladder and Gardens area since late August. The block cleaning system operates with a driver and three sweepers utilising a caged tipper vehicle. There has been positive feedback from the local resident's association, particularly in relation to channel and backline cleaning. As well as an improving cleaning performance, this way of working has a higher visual impact with the public, removes sweepers green bags and collects any small dumps found on the streets. The system has

now been rolled-out into the Seven Sisters area and discussions are underway to agree a programme to roll-out the system borough wide.

**Our latest results on cleanliness performance (NI195)** are good news as they are within target, on litter, detritus, graffiti and fly-posting. This places us in a good position to achieve our targets by the end of the year.

### **Recycling for flats above shops**

Residents living in flats above shops can now recycle even more, following the launch of a new collection service designed especially for these types of households. Residents in about 3,500 properties above shops have not previously received collections from their home, so this new service brings us closer to providing 100% of households with a dedicated recycling collection. Residents have been provided with clear sacks for their recycling, and can use these to recycle the same materials as on the green box collection. After an initial delivery in January, more sacks will be delivered approximately every 3 months. The recycling sacks are collected at the same time and from the same location as the existing refuse sacks. This means residents get at least one collection per week, with some having daily or even twice-daily pick-ups.

### **Carbon reduction work**

Haringey is on course to meet its challenging targets for reducing CO2 emissions, after it was revealed that emissions have been cut by 0.2 tonnes per capita. The NI 186 figures published by DEFRA relate to reductions between 2005 and 2007, and demonstrate that Haringey is on course to meet its 11% reduction target for 2010 (which will correspond to approximately 0.5t/capita). Considerable progress is being made to secure external funding to help us meet this and our future targets on carbon reduction. This includes:

**Local Carbon Frameworks** - Haringey and eight other local authorities across the country are working with the DCLG on a pilot scheme to propose options to Government for taking forward the Local Carbon Frameworks concept. The local authorities involved in the pilot schemes are a mix of rural and urban areas and are all leading authorities on climate change. The pilots will develop a baseline of models, data and issues across a wide variety of sectors (e.g. waste, transport, behaviour change and decentralised energy) to support the development of borough carbon reduction action plans over the next year.

**Decentralised energy** - we have support from the London Development Agency (LDA) to produce a detailed feasibility study for the development of district heating networks which will use combined heat and power (CHP). This will enable us to look at how we can finance and deliver decentralised energy networks and establish an Energy Services Company. It will identify the potential for decentralised energy at key development sites around the borough. The feasibility study will be completed in April 2010 and if successful additional support may be available from the LDA to take forward these plans.

**40% CO2 reduction action plan** - we have secured support from the Energy Saving Trust One-to-One programme for local authorities, which aim to help councils to reduce area-wide carbon emissions and demonstrate local leadership in addressing climate change. The support programme will run for two years and see the development, implementation and review of a climate change action plan. Haringey will receive support in the form of expert advice and delivery of training and workshops to staff of the council and our partners.

**DECC – Low Carbon Communities Challenge** - we have been successful in a bid to the Department for Energy and Climate Change, Low Carbon Communities Challenge, which received over 300 applications nationally. Muswell Hill has been selected as one of 10 Low Carbon Communities to receive funding of up to £400k in 2009/10. The funding will be used to purchase renewable energy technologies and to kick-start the development of En10ergy, a social enterprise company set up by Muswell Hill Sustainability Group to invest in a range of carbon saving projects locally.

**Future Jobs Fund – sustainability advisers** - we have been successful in a bid to the Future Jobs Fund to create employment in Haringey and to pilot a new approach to providing advice on sustainability to residents. A team of 3 new participation officers (with the possibility of employing 3 more officers, if the scheme is successful) will be launched in July 2010 for 6 months and will provide advice on a range of issues including transport, waste reduction, energy and water efficiency.