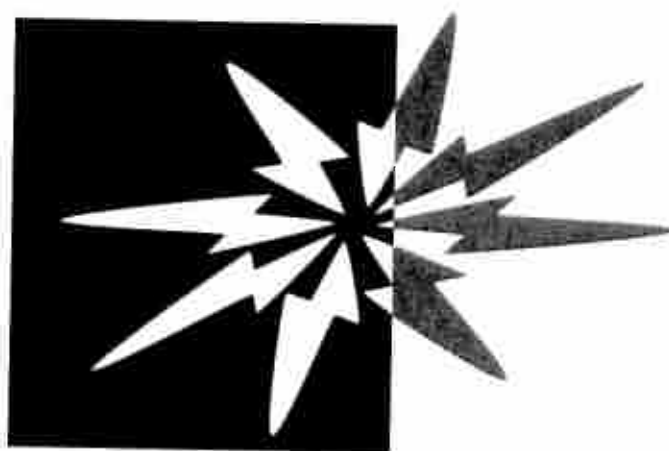


**APPENDIX A**

**LONDON BOROUGH OF HARINGEY**

**SUSTAINABLE TRANSPORT WORKS PLAN**  
**2010-11**  
**(with provisional plan for 2011-12)**



**Haringey** Council

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## **1. Introduction**

- 1.1 This document sets out Haringey's Sustainable Transport Works Plan for 2010/11, giving the list of highway and transport schemes that will be carried out on the Borough's roads in 2010/11 as well as those proposed for 2011/12 where known.
- 1.2 This plan is an integral part of the move towards a Sustainable Transport system for the Council. The maintenance of the Council's highways infrastructure is key to ensuring that public transport, pedestrians, cyclists and powered two wheelers are able to use the roads as well as cars and freight.

## **2. Background**

- 2.1 The annual Sustainable Transport Works Plan shows what has been achieved in 2009/10 [Appendix 5] and outlines the programme of work and investment for the Sustainable Transport Works Plan for 2010/11 [Appendix A]. It also includes:
  - The draft programme for 2011/12 (based on same financial provision)
  - The proposals for detailed scheme consultation on a scheme by scheme basis.
- 2.2 Each year the Council funds improvements to the borough's highways infrastructure from a number of sources. These improvements are in line with the objectives of the new Mayor as expressed in the draft Transport Strategy. The strategic context which prioritises the key areas of work contained within this plan is set out below.

### 3. Policy and Performance

- 3.1 The Council works within a wide range of National and London targets as well as key Council priorities.
- 3.2 The Government has set each London Borough challenging targets, including the reduction in the level of accidents across the capital. Generally, Haringey is meeting or exceeding these targets. Progress against Mayoral targets is detailed in Appendix 6.
- 3.3 In terms of road safety, the baseline from which the reduction is judged is determined by the average number of accidents which occurred during the period from 1994 to 1998. The levels of reduction to be achieved by 2010 are as follows:
- 40% reduction in all road users killed and seriously injured.
  - 50% reduction in children killed and seriously injured.
  - 10% reduction in the overall casualty rate (slightly injured).
  - 40% reduction in pedestrian, cyclist and powered two wheeler rider killed and seriously injured.

The Government has consulted on its Road Safety Strategy for the next 20 years which will include new targets for road casualty reduction.

- 3.4 In addition the Mayor for London has set targets for Boroughs in the London Road Safety Plan. These targets also to be achieved by 2010 are as follows:

- 50% reduction in pedestrians killed and seriously injured
- 40% reduction in cyclist killed and seriously injured
- 40% reduction in powered two wheeler casualties
- 60% reduction in children killed and seriously injured
- 25% reduction in slight casualty rate

- 3.5 Additional Mayoral targets are:

- Improving bus journey time and reliability – reduce excess wait time; reduce average bus journey time
- Relief traffic congestion and improve journey time – reduce traffic volume growth; zero traffic growth in Wood Green; maintain or increase the proportion of personal travel by means other than the car; to review all school travel plans
- Accessibility and social inclusion on the transport network – improvements in the proportion of trips made by equality and inclusion target groups
- Encourage walking by improving the street environment – achieve an increase of at least 10% in journeys made on foot

- Encourage cycling by improving the street environment – achieve an increase of at least 80% in cycling trips
  - Bringing transport infrastructure to a state of good repair – bring all A roads and busy bus routes to a serviceable standard [UKPMS score <60]
- 3.6 Under the Local Area Agreement, the Council will be monitoring progress under NI175 [access to services and facilities by public transport, cycling and walking] and NI198 [children travelling to school – mode of travel normally used] and NI186 [per capita reduction in CO<sub>2</sub> emissions]. The latter can be used a proxy indicator for measuring changes in traffic volumes and its associated congestion.
- 3.7 We have objectives in the Greenest Borough Strategy which seek to:
- Reduce car and lorry travel in the borough
  - Improve public and community transport
  - Encourage more people to walk and cycle
  - Reduce the environmental impact of transport

### **Winter Maintenance Policy**

- 3.7 The recent cold weather conditions experienced nationwide during February 2009 & January 2010 have had a serious impact on the condition of the borough's road network's fabric and numerous potholes have appeared on road surfaces following the thaw of the ice. Although the results of the annual road condition indicators will be used to plan road resurfacing and footway re-paving schemes within the network, roads that have deteriorated badly as a result of the weather have been prioritised for treatment during 2010/11. The latest condition surveys are not expected to be available until the end of February and will be used to review it if there are any more unexpected results.

### **Design Policy**

- 3.8 The footway works will be based on the Council's Streetscape Design Manual. Therefore footway improvements will in general convert paved footways to '*black-top*' bitumen macadam except where this in town centres or Conservation areas, as this leads to less trips and easier protection against vehicular damage. In particular any footways where vehicles are allowed to park with two wheels on the footway will be constructed with a hidden concrete strengthening below a '*black-top*' bitumen surfacing wherever possible.
- 3.9 As part of the Greenest Borough Strategy, we will be looking at a "durable pavements" trial to look at different treatments to roads and pavements which would aid in extending their respective design lives and reduce the Council's carbon footprint. This is part of the work looking at what adaptations to our service delivery are needed to take account of climate change.

### **Performance**

- 3.10 The following table provides information on key performance indicators:

Performance Indicator	Description	Target	Performance by Year				
			2004/5	2005/6	2006/7	2007/8	2008/9
NI47	People killed and seriously injured	50% reduction by 2010 from 1994/8 baseline [160]	167 [2004]	139 [2005]	114 [2006]	96 [2007]	92 [2008]
NI48	Children killed and seriously injured	50% reduction by 2010 from 1994/8 baseline [23]	20 [2004]	17 [2005]	16 [2006]	13 [2007]	11 [2008]
NI168	Principal roads needing maintenance	0% roads with UKPMS score above 70 by 2010	8.3%	7.2%	6%	5.5%	5.4%
NI198	Children travelling to school – proportion travelling by car	19.5% for Primary schools; 4.8% for Secondary schools 2009/10					20.8% and 4.9%
Local indicator	Average days to repair street lighting faults	<2.4 days 2009/10				2.05	2.26
Local	% of street	98%				98.3	95.67

indicator	lights faults repaired within 3.5 days	2009/10					
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#### 4. Consultation

- 4.1 The various schemes developed through this works plan will now be the subject of further consultation. The level of consultation depends on the impact of the scheme on the local community. In line with good practice the Council will always feedback following consultation.
- 4.2 Cabinet agreed to a consultation strategy for schemes in March 2008. Under the system there are different levels of consultation based on the following 3 levels of notification and consultation:
  - Notification of works (All works)
  - Statutory notification (All schemes that require statutory notification)
  - Full consultation (Any high profile schemes – agreed as part of this Sustainable Transport works programme and any other schemes that later seem to require it by the agreement of the Lead Member)
- 4.3 The Council has a commitment to engage all stakeholders when developing proposals to address traffic and transport issues. Schemes developed for the Works Plan will be the subject of consultation as summarised above.
- 4.4 The proposed consultation process is shown for each scheme type in the table in Appendix 3.

## 5. Details of Schemes

5.1 The capital allocation for 2010/11 has been financed by the following three funding streams:

- TfL's Local Implementation Plan Funding (LIP), including funding for car clubs and Greenways - £4.328m
- The Council's capital investment of - £3.426m
- Schemes funded from other funding sources - £328,000

It should be noted Greenways funding is subject to confirmation.

5.2 This report will set out, in turn, the details of the proposed projects. These are by types of works, rather than by funding source. The report does not detail revenue works as these are of a routine maintenance nature and are more responsive in nature. A breakdown of investment by ward is included as appendix 2.

### Corridors

5.3 With the changes to the LIP allocation methodology we will be allocating funding to major roads to develop holistic proposals to address transport, safety and urban realm issues. The selection of the corridors is based on analysis of relevant data such as road safety, linkages to identified regeneration areas, cycle route network, town centres and the level of previous transport investment.

**Table 1: Corridors**

Road Name	Ward	Estimated Cost 2010/11 (£k)	Indicative allocation 2011/12 (£k)	Indicative allocation 2012/13 (£k)
Tottenham High Road between Lansdowne Road and Park Lane	Northumberland Park/Tottenham Hale	420		
Wood Green High Road, N22 between Lordship Lane and Borough boundary with LB Enfield	Woodside/Bounds Green	561		
Wood Green High Road/Green Lanes between Lordship Lane and Borough boundary with LB Hackney - study	Harringay/Noel Park/West Green/St Ann's	50	1000	1000
SUB-TOTAL		1031	1000	1000



The total allocation for Corridors from TfL is £1.341m. The balance of funding is set out in subsequent tables relating to Road Safety, Accessibility, Cycling and Smarter Travel.

## Borough Roads

- 5.4 £1.3m is available for resurfacing Borough roads and footways in 2010/11. A plan showing the carriageway and footway investment programme is included as Appendix 1. The total for investment in Borough roads and footways, bridges and highways structures is set out below.

**Table 2: Planned investment in Borough Roads**

Description	2010/11 (£k) Planned
<i>Council funded</i>	
Footway relaying	260
Classified and Unclassified roads resurfacing	1,666
Sub total	1,926
<i>TfL LIP funded</i>	
Principal Road reconstruction	380
Bridges	666
Sub total	1,046
Total	2,972

### Principal, Classified and Unclassified Roads Resurfacing

- 5.5 Principal Road reconstruction: Funding for this is provided by TfL. The Mayor set a target for all 'A' roads and busy bus routes to be serviceable standard by 2010/11 i.e. none needing planned maintenance. Although there has been a decrease in the percentage of 'A' roads needing maintenance (from 10.25% in 2003/4 to 8% in 2008/9) this will not be sufficient to meet the target. The 8% figure is comparable with other London boroughs.

**Table 3 : Principal Roads – Funded projects - 2010/11**

Road Name	Ward	Estimated Cost (£k)
Park Road, N8 [Wolseley Road to Crouch End clocktower]	Crouch End	172

High Road, N17 [Brantwood Road to Lordship Lane]	Northumberland Park/Tottenham Hale	150
High Road, N22 [Civic Centre to Truro Road]	Woodside/Bounds Green	58
<b>SUB-TOTAL</b>		<b>380</b>

- 5.6 Classified and Unclassified Roads: The Council investment of £1,040,000 for 2010/11 will be used to resurface roads that have deteriorated as a result of the recent cold weather. In the short term the investment will maintain current levels of performance (10% for classified roads and 14% for unclassified roads). Future needs will need to be reviewed as part of the Sustainable Transport Asset Management Plan. Tables 4, 5 and 6 provide information on our provisional programme for 2010/11.

**Table 4: Classified Non-principal roads – Network Treatment Priority List 2010/11**

<b>Road Name</b>	<b>Ward</b>	<b>Estimated Cost (£k)</b>
Colney Hatch Lane, N10	Fortis Green	150
Muswell Hill Road, N10	Muswell Hill	75
Wightman Road N8	Harringay	80
<b>SUB-TOTAL</b>		<b>305</b>

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

**Table 5: Unclassified roads  
Emergency Carriageway Resurfacing 2010/11**

<b>Road Name</b>	<b>Ward</b>	<b>Estimated Cost (£k)</b>
Harold Road, N15	Tottenham Green	14
Windsor Road, N17	Tottenham Hale	17
Birkbeck Road, N17	Northumberland Park	42
Tivoli Road, N8	Crouch End	23
Allison Road, N8	Harringay	66
Warham Road, N8	Harringay	68
Drylands Road, N8	Crouch End	23
Crouch Hall Road, N8	Crouch End	61
Mount View Road, N4	Stroud Green	101
Perth Road, N22	Woodside	62
<b>SUB-TOTAL</b>		<b>477</b>

**Table 6: Unclassified Non-principal roads  
Planned Carriageway Resurfacing Programme 2010/11**

Road Name	Ward	Estimated Cost (£k)
Talbot Road, N6	Highgate	38
Wellfield Avenue, N10	Fortis Green	64
Bruce Castle Road, N4	Northumberland Park	68
Gladstone Avenue, N22	Noel Park	71
Oak Lane, N11	Bounds Green	8
Cholmeley Park, N22	Highgate	70
Dowsett Road, N15	Tottenham Hale	120
Holmesdale Road, N6	Highgate	83
Onslow Gardens, N10	Muswell Hill	72
Kings Avenue, N10	Fortis Green	57
Summerhill Road, N15	Tottenham Green	75
Tetherdown, N10	Fortis Green	118
Muswell Road, N10	Alexandra/Fortis Green	40
<b>SUB-TOTAL</b>		<b>884</b>

The worst winter for 20 years has left many roads in the Borough in a poor state of repair with numerous potholes and the breaking up of roads surfaces. As a result the Council is proposing to undertake emergency road resurfacing [Table 5] as well as investing in planned resurfacing [Table 6].

- 5.7 Footways : Footway works were a key priority for the public who responded to the On the Road to Improvement Consultation undertaken by the Council in 2007. Our condition surveys show that there are a greater percentage of footways (27%) needing maintenance than the borough roads. This investment also contributes to improving the walking environment. It is therefore proposed to allocate £260,000 of the Council investment to deal with those footways in need of urgent repairs.

**Table 7: Footway Network – Priority List for 2010/11**

Road Name	Ward	Estimated Cost (£k)
Roads to be identified		260
<b>Total to date</b>		<b>260</b>

Table Note

We are currently awaiting condition data on footways and reviewing our criteria for identifying footways for treatment. The criteria will be based on condition, usage, contribution to clean streets, links with other schemes and public interest. Members are invited to suggest their top three pavements for their wards which they consider should be given priority.

**Table 8: Footway Network - Priority List for 2011/12**

Road Name	Ward	Estimated Cost (£k)
Roads to be identified		355
<b>SUB-TOTAL TO DATE</b>		<b>355</b>

- 5.8 Highway Bridges and Structures: For 2010/11 £666,000 of LIP funding has been allocated towards highway bridges and structures. The funding will be used for planned maintenance with the aim of arresting further deterioration which in the long term can increase the risk of accidents. In the case of the Buckingham Road bridge scheme which commenced in 2009/10, the proposed works to strengthen the bridge beam will increase the load carrying capacity of the bridge and satisfy the new European - 40t load carrying capacity requirement.

**Table 9: Bridges Investment for 2010/11**

Bridge Name	Ward	Estimated cost (£k)
Buckingham Road over rail	Bounds Green/Alexandra	650
Ferry Lane bridge over private access	Tottenham Hale/Tottenham Green	8
Ferry Lane bridge	Tottenham Hale/Tottenham Green	8
<b>Allocated Budget - £666k</b>		

## Street lighting

- 5.9 The Council is eight years into a major lighting column replacement programme. This makes a major contribution to the improved night time environment, makes residents feel safer and helps reduce crime and the fear of crime. Street lighting is also implemented to improve road safety. To date 45% of our streetlights have been renewed and 25% were already in a good condition. This leaves 30% still to be replaced or 5000 columns.

**Table 10: Street Lighting proposed renewal areas 2010/11**

<b>AREA</b>	<b>WARD</b>	<b>VALUE (£k)</b>
Rhodes Avenue, Alexandra Park Road [part], Crescent Rise, Crescent Road, Muswell Hill [part]	Alexandra	80
Alleys rear of Wood Green High Road	Noel Park	70
White Hart Lane between High Road and Wolves Lane	Woodside	65
St James Lane, Alexandra Gardens, Muswell Hill Place, Ellington Road, Hillfield Park, Summerland Gardens, Leinster Road, Linden Road, Woodlands Garden, Connaught Gardens, Onslow Gardens, Church Crescent, Grand Avenue	Muswell Hill	140
Birchwood Avenue, Collingwood Avenue, Fortis Green Avenue, Shakespeare Gardens, Western Road, Leaside Avenue, Francis Road, Fortismere Avenue	Fortis Green	125
Mount Pleasant Villas, Ossian Road, Darren Close, Granville Road, Mount View Road, Albany Road, Quernmore Road, Elyne Road, Stapleton Hall Road [part], Addington Road, Lancaster Road	Stroud Green	200
Stainby Road, Antill Road, Duffield Road, Springfield Road, Tynemouth Road, Hanover Road, Talbot Road, Talbot Close	Tottenham Hale	120
		<b>800</b>

## Parking Programme

- 5.10 There are four major priorities for the Parking Plan in 2010/11. The first one is to continue with the extension or creation of Controlled Parking Zones, subject to resident demand, the second is to introduce additional pay and display to promote more short term parking to support shops and other services. The third area is to continue the lines and signs compliance work started in 2008/9 with the fourth area to review current CPZs and a borough-wide review of footway parking. The Council has allocated £600,000 for its Parking Programme. In addition, we will implement car club bays and on street electric charging points. Our proposals will be linked in with other transport programmes where feasible.

**Table 11: Parking Programme 2010/11**

<b>SCHEME NAME / LOCATION</b>	<b>Allocation 2010/11 (£k)</b>
<b>Controlled Parking Zones (CPZ) New schemes</b>	
Woodside – Woodside ward	40
St Ann's – St Ann's ward	95
Alexandra Palace – Alexandra Park ward	95
<b>Controlled Parking Zones (CPZ) Extensions</b>	
Fortis Green – Fortis Green ward	35
Bounds Green – Bounds Green ward	35
<b>Controlled Parking Zones (CPZ) Review</b>	
Crouch End A and B areas – Crouch End and Stroud Green wards	80
Finsbury Park – Stroud Green ward	50
Finsbury Park area A – Stroud Green ward	20
<b>Additional parking schemes</b>	
Car club bays – locations to be determined [TfL funded]	50
On street electric charging points – locations to be determined [TfL funded]	30

Waiting and loading restrictions – locations to be determined	30
Footway parking review – locations to be determined	40
Pay and display – locations to be determined	40
Disabled bays – locations to be determined	40
<b>Total</b>	<b>680</b>

### Road Safety

- 5.11 The combined funding for road safety in 2010/11 comes to £1.160m from TfL and the Council. This covers a range of initiatives including 20mph zones, specific local safety schemes and reactive safety measures.
- 5.12 In addition, we will use Neighbourhood LIP funding for parts of the borough affected by the A406 works. A fund totalling £4m has been allocated between Haringey, Enfield and Barnet over a number of years. Working in partnership with lead borough Enfield, detailed programmes have been developed and approved by TfL. To date we have introduced traffic management measures in the Dukes Avenue, Woodside Avenue, Creighton Avenue and Palmerston Road areas as well as preliminary design for Palace Gates area and Bidwell Gardens. For 2010/11 we expect to completed works in Palace Gates and Bidwell Gardens areas.
- 5.13 For the Tottenham Hale and Hornsey Park areas we will be considering 20mph zones as well as traffic management and environmental measures within these areas including improvements to bus stop accessibility. The area covered by these projects is shown on the map in Appendix 8.
- 5.14 We will be completing the 20mph zone on Wightman Road which commenced in 2009/10.

**Table 12: Road Accident Reduction Improvement List for 2010/11**

<b>SCHEME NAME / LOCATION</b>	<b>Allocation 2010/11 (£k)</b>
A406 Palace Gates area	360
A406 Bidwell Gardens area	250
Wightman Road – 20mph zone	100

<b>SCHEME NAME / LOCATION</b>	<b>Allocation 2010/11 (£k)</b>
Tottenham Hale area – 20mph zone	100
Hornsey Park area – 20mph zone	150
Local safety schemes – LIP funded	100
Local road safety initiatives – Council funded	100
<b>TOTAL AMOUNT OF FUNDING</b>	<b>1160</b>

### Cycling schemes

- 5.15 Work will continue to develop the cycle route network and facilities for cyclists. Cycle route development and implementation is funded through the LIP Neighbourhood and Corridor allocation and TfL fund the Greenways cycle and walking route corridor programme. There are four links within the Borough: Link 01 Parkland Walk south between Highgate and Finsbury Park; Link 02 Parkland Walk north between Muswell Hill and Muswell Hill Road, Link 03 between Finsbury Park and the Lee Valley and Link 04 Highgate to Alexandra Palace station. Significant progress has been made on both the Parkland Walk schemes.

**Table 13: Cycling schemes**

<b>Scheme Name / Location.</b>	<b>Allocation (£k)</b>
	<b>2010/11</b>
Greenways cycle and pedestrian corridors, subject to TfL approval	75
Cycle Training Programme	65
Cycle Parking borough wide	20
<b>Total Amount of Funding Committed £k</b>	<b>160</b>

### Walking schemes

- 5.16 There is no LIP or other TfL funding dedicated for walking projects in 2010/11. We are planning to complete a number of schemes funded through S106 as shown in the table below.



**Table 14 Walking schemes**

Scheme Name / Location.	Allocation (£k)
	2010/11
Rangemoor Road/Herbert Road, N15 [S106] – footway improvements	8
158 Tottenham Lane, N8 [S106] – footway improvements	10
159 Tottenham Lane, N8 [S106] –footway improvements	50
Hale Village, Ferry Lane [S106] – footway and junction improvements, street lighting	220
<b>Total Amount of Funding Committed £k</b>	<b>288</b>

### **Improving bus facilities and services**

5.17 With the changes to LIP funding there is no dedicated funding for Bus Priority or Bus Stop Accessibility projects. Such works will be funded through the LIP Neighbourhood and Corridor allocation. For 2010/11 we will support bus priority and bus stop accessibility on Wood Green High Road and Tottenham High Road [see Table 2 above]. We are implementing a bus priority/bus stop accessibility scheme funded by Section 106 in Grovelands Road, N15.

**Table 15 Bus stop/priority schemes**

Scheme Name / Location.	Allocation (£k)
	2010/11
Grovelands Road, N15 [S106]	40
<b>Total Amount of Funding Committed £k</b>	<b>40</b>

### **Town Centres and Transport Hubs**

- 5.18 These projects aim to meet a wide range of objectives through a single project, for example, to improve accessibility to major transport hubs such as Wood Green, or support the vitality and viability of town centres as well as bringing about public realm improvements or reducing accidents.
- 5.19 The main project being developed at the moment is around Wood Green tube station. The first stage is the introduction of a diagonal crossing at the junction outside the tube station entrance and accessibility measures such as raised crossings on the roads approaching the station. Accessibility works have been completed in 2009/10 as well as initial civil works for the diagonal crossing.

**Table 16: Town Centre and Transport Hub schemes**

Scheme Name / Location.	Allocation (£k)
	2010/11
Wood Green – station access	350
<b>Total Amount of Funding available £k</b>	<b>350</b>

## Smarter Travel

- 5.20 Smarter Travel is the term used to describe the range of activities which encourage reduced car use through behaviour change. In this area, the Council has been most active on School Travel Plans, Road Safety Education and its own Staff Travel Plan. However, it includes general awareness, education and promotion such as Green Fair bike week and walking events.

**Table 17: Smarter Travel projects**

Scheme Name / Location.	Allocation (£k)
	2010/11
<i>School travel plans</i>	
School travel advisor post	25
Monitoring and evaluation	30
Smarter Travel newsletter [joint with Road Safety ETP]	5
School travel plans – implementation of linage and signage	20
Walk to school week	5
Transition packs	45
Walk on Wednesdays	50
National Bike Week	10
Theatre in Education	15
Annual Smarter Travel conference	10
<b>Total Amount of Funding Committed £k</b>	<b>215</b>
<i>Road Safety Education, Training and Publicity</i>	
Road safety awareness project – St Ann's area	30
Junior Citizen Scheme	15
Senior Citizen Scheme	14

<b>Total Amount of Funding Committed £k</b>	<b>59</b>
Travel awareness events eg Green Fair, National Bike Week and Walking works events	10
Smarter Travel Initiatives	80
<b>Total Amount of Funding Committed £k</b>	<b>90</b>
Workplace travel planning	10
<b>Total Amount of Funding Committed £k</b>	<b>10</b>
<b>Total for Smarter Travel</b>	<b>374</b>

## Accessibility and Environment

5.21 We have introduced a Leisure Mobility scheme which provides transport for people with disabilities to travel to shops and local amenities. The scheme is to be expanded in 2010/11 to allow greater take up.

5.22 We are working with Sustrans on an initiative called DIY Streets for inexpensive home zone type treatment for residential areas. In discussion with Sustrans we will be considering a scheme in the area around Carlingford Road and Langham Road, N15. For 2010/11 funding will be used to develop ideas with local residents and to consult on proposals. Implementation would be undertaken in 2011/12.

**Table 18: Accessibility and Environment projects**

<b>Scheme Name/Location</b>	<b>2010/11 Allocation (£k)</b>	<b>2011/12 indicative allocation (£k)</b>
Leisure Mobility	42	
DIY Streets	85	400
<b>Total</b>	<b>127</b>	<b>400</b>

## Local Transport Fund

5.23 In line with every other London borough TfL have allocated £100,000 to the Council to develop local transport projects. 2010/11 will be the second year for this funding. We will use some of the funding to develop our second Local Implementation Plan as supporting the Low Carbon zone in Muswell Hill and engaging with the local community on sustainable transport through the Jobs Fund.

## 6. Achievements of 2009/10 Sustainable Transport Work Plan

- 6.1 The details of the projects with the associated spend in 2009/10 is set out in Tables 5.1 to 5.5 in Appendix 5. The projected total spend on the Highways Work Plan for 2009/10 is shown in Table 19.

**Table 19 : Overall investment for 2009/10**

<b>Funding Stream</b>	<b>2009/10 Original Allocation (£k)</b>	<b>2009/10 Revised Allocation (£k)</b>	<b>2009/10 Projected Spend (£k)</b>
LIP and other TfL funding	4,933	5,080	5,080
Council Investment	5,740	6,112	6,112
Other Funding	337	431	431
<b>Total</b>	<b>11,010</b>	<b>11,623</b>	<b>11,623</b>

## 7. Conclusions

- 7.1 This document sets out a detailed and heavy work programme for the Sustainable Transport service for the coming year linking investment to Council priorities on the basis of need and performance. Substantial Council investment on street lighting, footway maintenance and parking schemes complements TfL funding through the LIP.

## **8. Use of Appendices / Tables**

### **8.1 Appendix 1 - Location Plan of Planned Sustainable Transport Schemes**

### **8.2 Appendix 2 – Transport investment by Ward**

### **8.3 Appendix 3 – Type of Consultation for schemes**

### **8.4 Appendix 4 – Sustainable Transport Work Plan 2009/10 achievements**

### **8.5 Appendix 5 - Programme of Works delivered in 2009/10**

- Table 5.1 – Summary of LIP Programme 2009/10
- Table 5.2 – Summary of Highways Investment Programme 2009/10
- Table 5.3 – Additional sources of funded schemes delivered in 2009/10
- Table 5.4 – Classified and unclassified roads resurfaced in 2009/10
- Table 5.5 – Footway maintenance schemes completed in 2009/10

### **8.6 Appendix 6 – Progress against Mayoral Targets**

### **8.7 Appendix 7 – Requirements for Second LIP**

### **8.8 Appendix 8 – Location of Corridors and Neighbourhoods**

# Proposed Highways Work Plan 2010/11

## Key

- Highways Work Plan
- Planned Road Safety Works Programme 2010/11
  - Planned Street Lighting Programme 2010/11
  - Planned Carriageway Resurfacing 2010/11
  - Planned Engineering Projects Programme 2010/11

Date:

02/03/2010

Scale:

1:20000

Issued By:

TMG / GIS

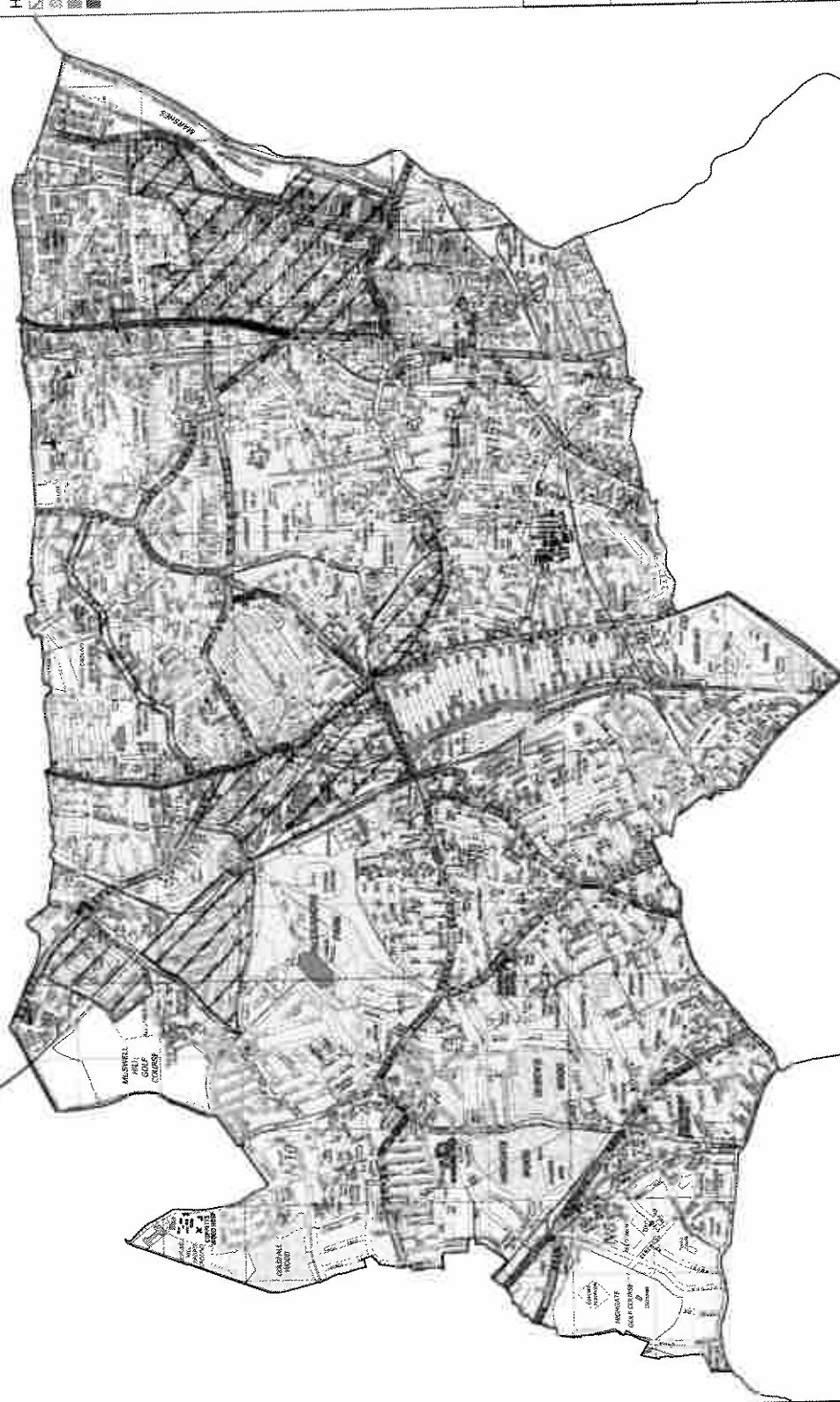
Drawn By:

KR

Sustainable Transport  
1st Floor, River Park House  
225 High Road  
London N22 3HQ  
Tel: 020 8489 1306



Haringey



## Appendix 2 : Transport Investment by Ward

WARD	TRANSPORT AREA	PROJECT
Alexandra	CPZ	Alexandra Palace
	Bridges	Buckingham Road
	Road safety	Palace Gates and Bidwell Gardens areas
	Street lighting	Rhodes Avenue, Alexandra Park Road [part], Crescent Rise, Crescent Road, Muswell Hill [part]
	Carriageway resurfacing	Muswell Road
Bounds Green	Bridges	Buckingham Road
	Carriageway resurfacing	High Road, N22, Park Avenue, Oak Lane
	CPZ	Bounds Green
	Corridors	Wood Green High Road
Crouch End	Carriageway resurfacing	Tivoli Road, Drylands Road, Park Road, Crouch Hall Road
	Walking	Tottenham Lane
Fortis Green	CPZ	Fortis Green
	Street lighting	Birchwood Avenue, Collingwood Avenue, Fortis Green Avenue, Shakespeare Gardens, Western Road, Leaside Avenue, Francis Road, Fortismere Avenue
	Carriageway resurfacing	Colney Hatch Lane, Wellfield Avenue, Kings Avenue, Tetherdown, Muswell Road
Harringay	Carriageway resurfacing	Wightman Road, Hewitt Road, Allison Road, Warham Road
	Road safety scheme	Wightman Road
	Corridors	High Road/Green Lanes study
Highgate	Carriageway resurfacing	Cholmeley Park, Talbot Road, Holmesdale Road
	Footway resurfacing	Sheldon Avenue
	Bridges and structures	Highgate Hill retaining wall
Hornsey	Walking	Tottenham Lane
Muswell Hill	Carriageway resurfacing	Muswell Hill Road, Onslow

WARD	TRANSPORT AREA	PROJECT
		Gardens
	Street lighting	St James Lane, Alexandra Gardens, Muswell Hill Place, Ellington Road, Hillfield Park, Summerland Gardens, Leinster Road, Linden Road, Woodlands Garden, Connaught Gardens, Onslow Gardens, Church Crescent, Grand Avenue
Noel Park	Carriageway resurfacing	Gladstone Avenue
	Corridors	Wood Green High Road/Green Lanes
	Road safety	Hornsey Park area
	Street lighting	Alleys rear of Wood Green High Road
	Station access	Wood Green station
Northumberland Park	Carriageway resurfacing	High Road, N17, Bruce Castle Road, Birkbeck Road
	Corridor	Tottenham High Road
St Ann's	CPZ	St Ann's
	Corridors	High Road/Green Lanes study
Seven Sisters	Bus accessibility [S106]	Grovelands Road
Stroud Green	Street lighting	Mount Pleasant Villas, Ossian Road, Darren Close, Granville Road, Mount View Road, Albany Road, Quernmore Road, Elyne Road, Stapleton Hall Road [part], Addington Road, Lancaster Road
	Carriageway resurfacing	Mount View Road
Tottenham Green	Bridges	Ferry Lane over private access and Ferry Lane bridge
	Walking	Rangemoor Road/Herbert Road
	Street lighting	Stainby Road, Antill Road, Duffield Road, Springfield Road, Tynemouth Road, Hanover Road, Talbot Road, Talbot Close
	Carriageway resurfacing	Harold Road, Summerhill Road
Tottenham Hale		



WARD	TRANSPORT AREA	PROJECT
	Carriageway resurfacing	High Road, N17, Windsor Road, Dowsett Road
	Walking	Hale Village, Ferry Lane
	Road safety	Tottenham Hale area
	Corridors	Tottenham High Road
	Bridges	Ferry Lane over private access and Ferry Lane bridge
West Green	Environment	DIY streets study
	Corridors	High Road/Green Lanes study
Woodside	Corridors	Wood Green High Road
	Carriageway resurfacing	High Road, N22, Perth Road
	CPZ	Woodside
	Street lighting	White Hart Lane between High Road and Wolves Lane
	Station access	Wood Green station
<b>BOROUGH WIDE PROJECTS</b>		
Road safety initiatives		Schemes to be identified
Road safety Education, Training and Publicity		Junior Citizen, Senior Citizen, child pedestrian training, Junior Road Safety co-ordinator
Cycling		Cycle training programme, cycle parking programme
School travel plans		Wide range of projects as detailed in Appendix 2
Travel awareness		Smarter driving event, National Bike Week, Walking Works events
Parking		On-street recharging facilities for electric vehicles
Workplace Travel Plans		Promotion of workplace travel plans with employers
Local Transport Fund		Proposals to be developed
Car club bays		Locations to be agreed
Footway parking review		Locations to be agreed
Pay and display		Locations to be agreed
Disabled bays		Locations to be agreed
Accessibility		Leisure mobility project



## 8.3

## Appendix 3: Type of Consultation for schemes

Scheme Name / Location.	Allocation (£k)	Consultation Type		
	2010/11	Notification	Statutory Notification	Full Consultation
<b>Principal Road Renewal</b>				
Park Road, N8 [Wolseley Road to Crouch End clocktower]	172	✓	✓	
High Road, N17 [Brantwood Road to Lordship Lane]	150	✓	✓	
High Road, N22 [Civic Centre to Truro Road]	58	✓	✓	
<b>Bridges</b>				
Buckingham Road over rail	650	✓	✓	
Ferry Lane bridge over private access	8	N/A	N/A	N/A
Ferry Lane bridge	8	N/A	N/A	N/A
<b>Corridors</b>				
Tottenham High Road between Lansdowne Road and Park Lane	420	✓	✓	
Wood Green High Road between Lordship Lane and boundary with LB Enfield	561	✓	✓	
Wood Green High Road/Green Lanes between Lordship Lane and boundary with LB Hackney – study only	50			✓
<b>Local Safety Schemes</b>				
Local safety schemes to be identified – TfL LIP funded	100	✓	✓	
<b>20mph zones/traffic management [Neighbourhoods]</b>				
A406 Palace Gates area	360	✓	✓	
A406 Bidwell Gardens area	250	✓	✓	
Wightman Road – 20 mph zone	100	✓	✓	
Tottenham Hale area – 20mph zone	100	✓	✓	
Hornsey Park area – 20mph zone	150	✓	✓	
<b>Smarter Travel</b>				
<i>Road Safety Education, Training and Publicity</i>				
Road safety awareness project – St Ann's area	30	N/A	N/A	N/A
Junior Citizen Scheme	15	N/A	N/A	N/A
Senior Citizen Scheme	14	N/A	N/A	N/A
<i>School Travel Planning</i>				
School travel advisor post	25	N/A	N/A	N/A

Monitoring and evaluation	30	N/A	N/A	N/A
Smarter Travel newsletter	5	N/A	N/A	N/A
School travel plans – linage and signage	20	✓	✓	
Walk to school week	5	N/A	N/A	N/A
Transition packs	45	N/A	N/A	N/A
Walk on Wednesdays	50	N/A	N/A	N/A
National Bike Week	10	N/A	N/A	N/A
Theatre in Education	15	N/A	N/A	N/A
Annual Smarter Travel conference	10	N/A	N/A	N/A
<i>Travel awareness</i>				
Various events	10	N/A	N/A	N/A
<i>Workplace Travel Planning</i>				
Various initiatives	10	N/A	N/A	N/A
<b>Cycling</b>				
Greenways cycle and pedestrian corridors	75	✓	✓	
Cycle Training Programme	65	N/A	N/A	N/A
Cycle Parking borough wide	20	N/A	N/A	N/A

<b>Town Centres/Transport Hubs</b>				
Wood Green – accessibility improvements	350	✓	✓	
<b>Accessibility and Environment</b>				
Leisure Mobility project	42	N/A	N/A	N/A
DIY Streets study	30			✓
<b>Local Transport Fund</b>				
Core Funding Admin Support NLTF	70	N/A	N/A	N/A
<b>Council Capital Investment</b>				
Street lighting new columns	800	✓	✓	
Classified and Unclassified roads resurfacing	1040	✓	✓	
Footway relaying	260	✓	✓	
Local road safety schemes	100	✓	✓	
<b>Parking Plan</b>				
<b>Controlled Parking Zones (CPZ)</b>				

New schemes and Extensions to existing zones	300	✓	✓	✓
Review	150	✓	✓	✓
<b>Pay and Display</b>				
Schemes to be identified	40	✓	✓	✓
Footway parking review	40	✓	✓	✓
<b>Other sources of funding</b>				
Planning S 106/S 278	328	✓	✓	

## 8.4 Appendix 4 – Sustainable Transport Work Plan achievements 2009/10

- 8.1 **Local Safety Schemes** – projects delivered comprised entry treatments, traffic calming and junction re-design on Westbury Avenue, anti-skid surfacing on Watermead Way by Burdock Road and Marigold Road and an informal crossing of Tottenham Lane.
- 8.2 **School Travel Planning** – linage and signage was placed outside Seven Sisters primary, Highgate primary and Highgate Wood school. In addition a wide range of soft measures have been put in at a number of schools.
- 8.3 **20mph Zones** – completed Downhills Way area scheme including traffic calming on Downhills Way as well as traffic calming and traffic management in the Tottenham Green/Hale area.
- 8.4 **Walking** – pedestrian accessibility enhancements in various locations; plus kerb buildouts in various locations.
- 8.5 **Principal Road Maintenance** – schemes completed on West Green Road and Fortis Green.
- 8.6 **Cycling** – 120 additional cycle stands have been installed; cycle training has been delivered at schools and for individuals living or working in Haringey; the LCN plus cycle route programme delivered improvements to Link 81 on Cranley Gardens and link 78 at Wood Green High Road/Lordship Lane junction combined with a station access project and cycle facilities at the Bounds Green Road/Brownlow Road junction. Three Greenways cycle and pedestrian corridors are being progressed including Parkland Walk.
- 8.7 **Travel awareness** – we organised a number of events throughout the year including participating in Crouch End Festival, using a smarter driving simulator and Dr Bike sessions at schools.
- 8.8 **Bridges** – strengthening work commenced on Buckingham Road bridge and repairs to retaining wall on Highgate Hill commenced and are in progress.
- 8.9 **Bus Priority** – engineering measures in Ferme Park Road at Weston Park junction, bus priority measures at the Bounds Green Road/Brownlow Road junction, bus stop enhancements and footway parking on Hampstead Lane, reconstruction of Muswell Hill bus lane, widening of carriageway at Northumberland Park bus stand with studies of The Roundway, Middle Lane/Rokesly Avenue, Crouch End Broadway, Highgate West Hill and Denton Road.
- 8.10 **Bus stop accessibility** – bus stop accessibility completed in Station Road, Westbury Avenue, Philip Lane and Lordship Lane.
- 8.11 **North Circular Road** – traffic calming schemes completed in Palmerston Road area and redesign of the Bounds Green Road/Brownlow Road junction.
- 8.12 **Car Clubs** – provision of 27 car club bays throughout the borough.

- 8.13 **Electric charging points** - 5 off-street charging points implemented.
- 8.14 **Council Investment – Highways Planned Maintenance** – delivered 25 carriageway resurfacing schemes to improve deteriorated sections of the network. This equated to 6.5km of predominantly non-principal classified and unclassified roads. In addition 48 footway locations amounting to 21.2km have been re-laid.
- 8.15 **Council Investment – Street Lighting renewals** – delivered £2m renewal programme for replacement of street lighting. This equated to approximately 1000 columns.
- 8.16 **CPZ's** – a new schemes implemented in Belmont Road area and extensions to existing CPZs in Fortis Green, Highgate station and Bounds Green.

## 8.5 APPENDIX 5 – Programme of Works delivered in 2009/10

**TABLE 5.1 – SUMMARY OF LIP PROGRAMME AND OTHER TFL FUNDING 2009/10**

<b>HARINGEY</b>		
<b>LIP PROGRAMME</b>	<b>Original 2009/10 Allocation (£k)</b>	<b>2009/10 Projected Outturn (£k)</b>
Principal Road Maintenance	435	435
Bridge Assessment & Strengthening	156	662
Local Safety Schemes	560	560
20mph zones	375	375
ETP (Education, Training and Publicity)	31	31
Walking	145	145
Cycling LCN+	539	401
Cycling Non-LCN+ schemes inc Greenways	351	376
Bus Stop Accessibility	79	79
Bus Priority	914	585
School travel plans	347	346
Environment	70	54
Travel Awareness	24	24
Local area accessibility	70	70
Local transport funding	100	100
Station access	25	125
Workplace travel planning	10	10
<b>Sub Total</b>	<b>4,231</b>	<b>4,378</b>
A406	622	622
Injury Inequality Reduction scheme	30	30
Car Clubs	50	50
<b>TOTAL</b>	<b>4,933</b>	<b>5,080</b>

All schemes are on target to spend at Revised LIP Allocation levels by 31st March 2010.



**TABLE 5.2 – SUMMARY OF HIGHWAYS INVESTMENT PROGRAMME 2009/10**

<b>HARINGEY</b>		
<b>PROGRAMME</b>	<b>Original 2009/10 Budget (£k)</b>	<b>Revised 2009/10 Budget (£k)</b>
Road Resurfacing	800	1133
Parking Plan	600	600
Footway Resurfacing	2000	2000
Road Safety	100	100
Street Lighting	2000	2000
<b>TOTAL</b>	<b>5500</b>	<b>5833</b>

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

**TABLE 5.3: ADDITIONAL SOURCES OF FUNDING IN 2009/10**

<b>SCHEME</b>	<b>2009/10 Budget (£k)</b>	<b>2009/10 Projected Spend (£k)</b>
Penstock footpath, N8	7	7
725-733 Lordship Lane, N22	25	25
Bounds Green Middlesex University site	54	54
Williamson Road, N4	31	31
College Road, N17	19	19
Wood Green Shopping City, N22	50	50
136 High Road, N22	50	50
Lynx depot site, Coppetts Road, N10	50	50
Coleridge Road, N8	20	20
<b>Total Section 106</b>	<b>306</b>	<b>306</b>
High Street Hornsey, N8	25	25
Lynx depot site, Coppetts Road, N10	100	100
<b>Total Section 278</b>	<b>125</b>	<b>125</b>
<b>Total Section 106/278</b>	<b>431</b>	<b>431</b>

**TABLE 5.4 CLASSIFIED AND UNCLASSIFIED ROADS RESURFACED IN 2009/10**

SCHEME NAME / LOCATION	
Ward	Classified Roads
Highgate	High Street, N6
Northumberland Park	Brantwood Road, N17
Ward	Unclassified Roads
Highgate	Church Road, N6
Highgate	Talbot Road, N6
Highgate	Southwood Lawn Road, N6
Highgate	Summersby Road, N6
Highgate	Somerset Gardens, N6
Bruce Grove	Gloucester Road, N17
Bruce Grove	Higham Road, N17
Harringay	Hewitt Road, N17
Stroud Green	Denton Road, N8
Bounds Green	Eleanor Road, N11
Tottenham Hale	Jarrow Road, N15
Seven Sisters	Ferndale Road, N15
Seven Sisters	Lealand Road, N15
Seven Sisters	Crowland Road, N15
Seven Sisters	Wargrave Road, N15
Tottenham Green	Suffield Road, N15
Northumberland Park	Manor Road, N17
West Green	Moir Close, N17
Alexandra	Crescent Rise, N22
Woodside	Croxford Gardens, N22
Noel Park	Gladstone Avenue, N22

**TABLE 5.5 – FOOTWAY MAINTENANCE SCHEMES COMPLETED 2009/10**

Ward	Roads
Fortis Green	Keynes Close, N2
Fortis Green	Church Vale, N2
Harringay	Burgoyne Road, N4
Stroud Green	Woodstock Road, N4
Harringay	Wightman Road, N4

Highgate	Queens Wood Road N6
Highgate	Cholmeley Crescent, N6
Crouch End	Priory Gardens, N6
Crouch End	Tregaron Avenue, N8
Hornsey	Rectory Gardens, N8
Hornsey	Beechwood Road, N8
Hornsey	Hawthorn Road, N8
Muswell Hill	Park Avenue North, N8
Muswell Hill	Priory Road, N8
Harringay	Effingham Road, N8
Harringay	Burgoyne Road, N8
Harringay	Green Lanes, N8
Alexandra	Muswell Road, N10
Alexandra	The Avenue, N10
Muswell Hill	Wood Vale, N10
Muswell Hill	St. James' Lane, N10
Seven Sisters	Crowland Road, N15
Seven Sisters	Gladesmore Road, N15
Seven Sisters	Grovelands Road, N15
Tottenham Green	Lawrence Road, N15
Tottenham Green	Jansons Road, N15
Tottenham Hale	Park View Road, N17
Tottenham Hale	Stirling Road, N17
Tottenham Hale	Halefield Road, N17
Northumberland Park	Asplins Road, N17
Tottenham Hale	Glendish Road, N17
Bruce Grove	St. Loy's Road, N17
White Hart Lane	Bedwell Road, N17
White Hart Lane	All Hallows Road, N17
White Hart Lane	Risley Avenue, N17
White Hart Lane	Gedeney Road, N17
White Hart Lane	Oak Avenue, N17
White Hart Lane	Weir Hall Road, N17
White Hart Lane	Smithson Road, N17
White Hart Lane	Waltheof Avenue, N17

White Hart Lane	The Crossways, N22
Bounds Green	Buckingham Road, N22
Bounds Green	Bounds Green Road, N22
Bounds Green	Hidden River Path, N22
Woodside	The Crossways, N11
Woodside	Croxford Gardens, N22
Woodside	Wolves Lane, N22
Alexandra	Princes Avenue, N22

## 8.6

### Appendix 6: Progress against Mayoral Targets

TfL report Borough progress against MTS performance indicators. The report covers 2008 or 2008/98 as appropriate and relates to 14 performance indicators as detailed below.

Of the 12 indicators which TfL are continuing to track, we are on track to meet 6 targets with progress mixed [ie partly on track] for a further 3 targets. Of those indicators where we are not on track to meet the target the absolute numbers of pedal cycle and motor cycle casualties are very low, making it difficult to meet the target, particularly in the context of rising cycle and motorcycle usage. For the principal road target our success in meeting the target is very much tied in with our funding for this work and funding allocated has consistently been less than needed to make significant improvements to the state of the principal roads.

<b>1. Improving road safety</b>				
	Base year	Change since baseline	Progress against linear trajectory and Mayor's target	Comments
1a – 1 No. of people killed and seriously injured [Target – 50% reduction by 2010 – 80 KSI]	1994/8 average	-43%	<b>On track</b>	Council target should match Mayor's
1a – 2 No. of pedestrians killed and seriously injured [Target – 50% reduction by 2010 – 33 KSI]	1994/8 average	-44%	<b>On track</b>	Council target should match Mayor's
1a – 3 No. of cyclists killed and seriously injured [Target – 50% reduction by 2010 –	1994/8 average	-31%	<b>Not on track</b>	The absolute numbers are very small [12 KSI on average between

6 KSI]				1994/8] making it difficult to meet the target.
1a – 4 No. of motorcyclists killed and seriously injured [Target – 50% reduction by 2010 – 13 KSI]	1994/8 average	-16%	Not on track	Absolute numbers are very small making meeting the target difficult [21 KSI on average between 1994/8] against a background of rising motorcycle ownership.
1b – No. of children killed and seriously injured [Target – 60% reduction by 2010 – 9 KSI]	1994/8 average	-52%	On track	Absolute numbers are very small making meeting the target difficult [23 KSI on average between 1994/8]
1c – No. of slight casualties [Target – 25% reduction by 2010 – 758 slight]	1994/8 average	-29%	On track	Council target should match Mayor's.
2 No. of primary and secondary schools with travel plans in place [ Target – 100% of schools by 2008]	2004/5	97	Progress against this target no longer being tracked	
<b>2. Improving bus journey time and reliability</b>				

3. Bus excess wait time on high frequency routes [Target – 1.3 minutes by 2009/10]	2000/1	1.1	On track	London-wide target. Boroughs not required to report borough specific data.
4.1 Average bus journey time on LBI routes within the Borough – AM peak [Target – reduce or maintain at 2005 levels, bus journey times on LBI routes]	2005	See comments	On track for 7 routes; not on track for 2 routes	Incomplete data is being used for performance data. Issue that performance is not directly influenced by an individual borough – eg delays to a route may occur in adjoining boroughs; unplanned utility road works can delay buses but is largely outside our control.
4.2 Average bus journey time on LBI routes within the Borough – Interpeak [Target – reduce or maintain at 2005 levels, bus journey times on LBI routes]	2005	See comments	On track for 5 routes; not on track for 4 routes	Comment as above.
4.3 Average bus journey time on LBI routes within the Borough – PM peak	2005	See comments	On track for 6 routes; not on track for 3	Comment as above

[Target – reduce of maintain at 2005 levels, bus journey times on LBI routes]			routes	
<b>3. Relieve traffic congestion and improve journey time</b>				
5.1 Traffic volume [million veh-kms] in Borough [Target – reduction in growth in outer London of a third ie 5% growth between 2001 and 2011]	2001	-2%	On track	TfL considered Haringey an Inner London borough in our preparation of the LIP and hence were required to achieve zero traffic growth; TfL are now stating we are an Outer London borough and therefore have a target of 5% growth.
5.2 Traffic volume [million veh kms] in Metropolitan town centres [Target – zero growth in veh/kms between 2001 and 2011]	2001	See comment; traffic volume increased between 2004 and 2005.	See comment	Data not available on veh/kms for town centres. TfL provided data on absolute traffic volumes for Wood Green based on counts for our interpretation
7. Proportion of personal travel made by mode [Target to	2009 [70%]	See comment	N/A	TfL have not assessed borough



maintain or increase the proportion of personal travel made by means other than the car]				progress on this target. London Travel Demand Survey [LTDS] being used.
8. No. of schools where review of travel has been completed [Target – to review all schools by March 2008]	2004/5	95	Progress against this target no longer being tracked	
<b>5. Accessibility and social inclusion on the transport network</b>				
10. Trips made by equality and inclusion target groups under represented in the public transport market [Target – TfL and boroughs are to achieve year-on year improvements in the proportion of trips made by equality and inclusion target groups particularly disabled people and women travelling at night]	2009; trip rate per person for trips on public transport by disabled people – 0.57	See comment	N/A	Data based on LTDS. Differences in data mean that values for 2008 and 2009 are not directly comparable.
	2009; trip rate per person for trips on public transport by older people – 0.76	See comment	N/A	As above
	2009; trip rate per person for trips on public transport by women between	See comment	N/A	As above; data should relate to women travelling <u>alone</u> to be of use but this is not stated

	19.00 and 07.00 – 0.13			
<b>6. Encourage walking by improving the street environment</b>				
12. TfL and boroughs are to achieve an increase of at least 10% in journeys made on foot per person in London between 2001 and 2015 [Target of 280 trips per person on foot by 2015]	2009; 278 trips	See comment	N/A	Data based on LTDS. Differences in data mean that values for 2008 and 2009 are not directly comparable.
<b>7. Encourage cycling by improving the street environment</b>				
13. TfL and boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2015 [Target of 3.8 million trips per annum]	2009; 3.8 million cycle trips per annum	See comment	N/A	Data based on LTDS. Differences in data mean that values for 2008 and 2009 are not directly comparable
<b>8. Bringing transport infrastructure to a state of good repair</b>				
14. TfL and boroughs are to bring all A roads and Busy Bus Routes up to serviceable standard [Target - UKPMS score of <70 by 2010 for all A roads and Busy Bus	2003/4 based on Coarse Visual Inspection [CVI] – 10.25%	- 5%	Not on track	Data based on A roads only. We are heavily reliant on TfL funding through the LIP funding submission and consistently receive less funding than

Routes]				needed to meet this target.
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## 8.7 Appendix 7: Requirements for second LIP

The Mayor has issued draft guidance for boroughs to follow in preparing their second LIP. Final guidance is expected with the publication of the final Mayor's Transport Strategy [MTS]. The core requirements are as follows:

1. The Borough needs to set out its proposals for implementing the revised MTS Strategy at the local level and include a high level timetable for delivery and a date by which all the proposals in the LIP will be implemented.
2. We are required to provide a robust justification for proposals which run contrary to the revised MTS goals.
3. We are required to include:
  - Borough Transport Objectives which need to be evidenced based and objective led
  - A costed and funded Delivery Plan of projects/programmes for 2011-2014, consistent with the borough's three year funding allocation to be announced in 2010.
  - A Performance Monitoring Plan identifying a set of performance indicators and locally specific targets.
4. Within the Borough Transport Objectives we are required to set out the local context and geographical characteristics of the borough; identify how we will work towards the goals of the MTS; to undertake a Strategic Environmental Assessment, Equality Impact Assessment and take into account our Network Management Duty; be informed by the emerging Sub-Regional Transport Plans and take account of commitments in TfL's Business Plan and Investment Programme.
5. Within the Delivery Plan, we are required to:
  - Provide a high level breakdown of proposed spend by year ie for 2011/12, 2012/3 and 2013/4
  - Identify source of project funding eg LIP, Council resource, developer contributions
  - Identify which of the MTS goals each programme supports
6. If we are planning to seek Major Schemes funding ie for projects costing more than £1m, and we will be, then we need to provide outline details of the schemes, the priority of each scheme, how they will be funded and when we expect to apply for funding. We also need to demonstrate how the Major Scheme contributes to the Borough's Transport Objectives.
7. We will be required to submit an Annual Spending Submission which will need to show support for delivering the Mayor's key outputs

TfL are requiring the submission of a draft LIP by December 2010.

