


Report for:	Cabinet 18 June 2013	Item number	To be added by the Committee Section
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Title:	Sustainable Transport Works Plan 2013/14
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Report authorised by :	 Lyn Garner Director – Place and Sustainability
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Lead Officers:	Tony Kennedy, Group Manager, Sustainable Transport Malcolm Smith, Carbon Management and Sustainability
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Ward(s) affected:  All	Report for Key/Non Key Decision:  Key
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## 1 Describe the issue under consideration

1.1 This report outlines the transport projects and programmes to be delivered in 2013/14. The report recommends approval for the Sustainable Transport Works Plan and provides details of the Council's progress and achievements on delivering transport investment in 2012/13.

## 2 Cabinet Member Introduction

2.1 We are investing over £16m on sustainable transport in 2013/14 which is more than double the investment in 2012/13. We are putting investment into repairing our roads and pavements, upgrading our lighting stock as well as supporting neighbourhoods through a range of smarter travel and road safety engineering initiatives. We are investing substantially in Wood Green and Green Lanes through LIP Major Schemes and Corridor funding, with Green Lanes also benefiting from the Mayor's Outer London Fund (OLF). We will also be investing in Tottenham and in summary are spreading our transport investment across the Borough to 'maximise' the benefits to local residents and businesses.

2.2 Our work in Sustainable Transport is being recognised by our peers and we were recently received the 'Excellence in Travel Information and Marketing' award for our Smarter Travel programme at the annual London Transport Awards, as well as being shortlisted in two other categories for our work on DIY Community Streets projects.

### 3 Recommendations

3.1 That Cabinet approves:

- i) The Sustainable Transport Works Plan for 2013/14.
- ii) An additional £1.5m Capital funding is brought forward from 2014/15 for planned carriageway maintenance.

### 4 Other options considered

4.1 The funding detailed within this report falls into three main categories:

- **LIP and other TfL** – This funding is targeted to meeting the policies and objectives set out in our Local Implementation Plan (LIP) with the priorities influenced by the Mayor's Transport Strategy. Funding is agreed in principle with TfL on a three year cycle through the council's 3 year LIP Delivery Plan, with actual funding and schemes approved yearly. LIP funding for 2013/14 was previously agreed by Cabinet in September 2012.
- **Council Investment** – This funding is predominately allocated to maintaining the boroughs roads, footways and street lighting stock. The priorities for roads and carriageways are established through condition surveys, NAT inspector reports and usage. The priorities for street lighting are focused on crime prevention where existing lighting conditions may have been a contributing factor and the replacement of existing stock that is at the end of its life expectancy.
- **Other** - This funding is principally third developer funding or grant funding. It is provided through agreement with the third party and can only be used for the purpose as specified in the agreement.

### 5 Background information

5.1 The Sustainable Transport Works Plan 2013/14 (attached as Appendix A) sets out the yearly investment programme in the borough's highway and transport infrastructure, as well as initiatives to encourage greater use of sustainable transport. In 2013/14 the total proposed investment is £16.296m. This is more than double that in 2012/13 which was around £6.7m. Much of the investment is from our LIP allocation of £3.355m from TfL with a further £1.55m TfL funding for our Major Schemes. In addition the Council is providing £6.550m for investment in the borough's highways, structures, drainage and road safety. Further investment of £1.96m will be made through the Outer London Fund on Green Lanes, with £1.676m regeneration in Tottenham. Funding from developments (s106 and s278) will provide further investment of about

£1.205m. Full details of all the proposed works, including a ward by ward breakdown, are attached as Appendix 1 in the Sustainable Transport Works Plan 2013/14.

- 5.2 The Carbon Commission considered the role of transport in reducing CO2 emissions and included in its action plan a borough cycling and walking audit, the take up of low carbon transport plans with adjoining boroughs, a low emission vehicle trial in north London, the feasibility of alternative refuelling infrastructure serving waste, freight and buses in the Upper Lee Valley and a review of the Council's staff travel plan to ensure CO2 efficient travel by staff. Working closely with Transportation, the Sustainable Transport Team will play a key role in the delivery of the walking and cycling audit and this will feed into and expand upon initiatives and priorities already delivered through our Smarter Travel, Cycling and Walking programmes. Sustainable Transport prioritises cycling and walking benefits in all of its planned schemes and our Smarter Travel team plays an influential role in staff travel plans for businesses, including the Council's own staff plan. This work provides measurable CO2 benefits and assists in delivering the Council's CO2 reduction policies.
- 5.3 The appointment of a contractor for the delivery of the civil engineering elements of this programme will be considered in a separate report to be presented to this Cabinet meeting.

#### Summary of 2013/14 schemes

- 5.4 In 2013/14 the Council will be delivering a £16m investment programme in the borough's highway and transport infrastructure. A summary of the main investment areas is listed below, with details of all schemes provided in the Sustainable Transport Works Plan and shown on the map in Appendix B of this report:
- **Wood Green Major Scheme** – this will deliver a range of public realm improvements to enhance and improve the look and visitor experience of Wood Green to confirm and protect its status as a metropolitan town centre. Implementation is programmed to commence in 2013/14.
  - **Green Lanes Corridor** – utilising LIP, OLF and Pocket Parks funding this project will deliver public realm improvements to Green Lanes and enhance this existing vibrant neighbourhood. This work is being delivered in partnership with the community who have led on securing OLF and Pocket Parks funding.
  - **Tottenham Regeneration** – with considerable investment in Tottenham through GLA, TfL and Council funding, improvements will be delivered in Northumberland Park associated with the proposed redevelopment of White Hart Lane Stadium, as well as public realm improvements through GLA funding at Bruce Grove, Tottenham Hale and Town Hall approach.

- **Community Streets** – using our acclaimed community streets approach to engaging neighbourhoods, we will delivery schemes in the Warwick Gardens area (Green Lanes), Hornsey Heart area and Tottenham Gyratory island area.
- **Planned Carriageway/Footway Maintenance** – the Council is investing £6m to improve the condition of its roads and footways. Around £3m will be used to deliver carriageway resurfacing with £1.8m used to improve footways. A further £940k will be used to provide extensive patching to localised areas and £250k will be used to address surface water ponding. This investment will be focused on locations identified as priorities through condition surveys, NAT inspections, engineer’s assessments and usage.
- **Pothole repair** – In 2013/14 we will trial a reduction in our intervention levels for pothole repairs. This will see the threshold reduce from 60mm and 50mm to 30mm and 25mm respectively. The will enable reactive action to be delivered earlier and therefore reduce the impact on the highway. A budget of £600k has been provided for this work, which is an increase of £350k on last year’s expenditure.
- **Street lighting** – we will continue with our lighting replacement programme to improve our lighting stock and bring it in line with EU regulations. Our priorities will be locations where lighting conditions may have contributed to crime and replacement of existing stock past its life expectancy. Following a successful trial in 2012/13 for LED lighting, we will now use this as a standard to provide energy efficient low maintenance lighting.
- **Cycling Schemes** – significant investment will be made in cycling through our Biking Borough, Cycle and Walking Audit, cycle training and cycle parking programmes.
- **Road Safety** – we will continue to identify and address locations with personal injury accidents, prioritising locations with pedestrian and cycling related collisions.
- **Smarter Travel** – we will continue to build upon the success of our award winning Smarter Travel team to develop and deliver initiatives to encourage reduced car use through behaviour change.
- **Walking Schemes** – we will prioritise Section 106/278 funding for walking and cycling improvements to ensure that any new developments provide sufficient infrastructure to accommodate increases in these modes of travel and reduce car dependency.

5.5 A location plan showing our 2013/14 Sustainable Transport Programme schemes is in Appendix B.

## 2012/13 Performance and Achievements

5.6 Our successful delivery of diverse and innovative projects in 2012/13 has been recognised by the London Transport Awards where Haringey has been awarded 'Excellence in Travel Information and Marketing' for our Smarter Travel programme. Our DIY Community Streets work has also been recognised as best practice by TfL where we have made presentations on our community led approach for the delivery of the Langham Road area DIY Streets scheme.

- **Smarter Travel programme.** Our Smarter Travel team has undertaken a large number of events and road shows over the last year. This work has included a range of behavioural change messages as well as work to improve road safety among targeted groups. Our first year report on the programme shows a reduction in car travel to schools, more people cycling in the borough, an increase in bus use and a reduction on CO2 emissions.
- **Langham Road Area DIY Streets scheme.** Working in partnership with the charitable organisation Sustrans, we are the first borough in the country to deliver an area wide DIY Streets scheme. Previously only single roads have been used for this initiative. The extensive involvement of the local community and other stakeholders from the inception stage of the scheme has been recognised as 'best practice' for community involvement. The scheme was shortlisted for two London Transport Awards for Excellence.
- **West Green Gyratory Urban Realm Improvements.** This project has greatly improved the urban realm and reduced motor vehicle dominance at this mini-gyratory. Sustrans have used this project as an example of partnership working to provide benefits for pedestrians and cyclists.
- **Dickenson Road LED Street Lighting.** We have successfully trialled LED lights as part of our column replacement programme for Dickenson Road. A resident satisfaction survey conducted post implementation has indicated a very high level of satisfaction in making the road safer and improving the environment.
- **Green Lanes Corridor.** Significant progress was made on developing our urban realm scheme for this corridor. Scheme designs were consulted on in November 2012 and we will commence delivery in early 2013/14 of more than £1.2m of transport investment.
- **Major Schemes.** Wood Green Town Centre has been identified as a major scheme for Haringey with the potential of £4m+ TfL funding to deliver a range of public realm improvements. The scheme is still at design stage but we have already received praise from TfL for our approach following a presentation to their design review panel. We anticipate commencement of delivery in 2013/14.
- **Olympic Torch Relay.** Many officers in the Council were involved in the successful management of the Olympic Torch Relay which went smoothly.

- 5.7 A location plan showing our 2012/13 Sustainable Transport Programme schemes is in Appendix C.

### **Neighbourhoods and Engagement**

- 5.8 Area Committees are able to suggest schemes for inclusion in future LIP Delivery Plans. The suggestions will be considered against criteria and the aspirations of our 20 year LIP plan. We will use our community streets approach to engage local communities when developing road safety, Smarter Travel and urban improvement schemes and use the Area Forums/Committees to inform, consult and report on schemes.

### **Regeneration**

- 5.9 The riots in Tottenham in August 2011 led to additional Government and Mayoral resources being directed towards transport projects in Tottenham to assist community recovery and regeneration. A range of projects commenced in 2012/13. In 2013/14 £450,000 of funding has been identified to complete decluttering and public realm improvements at Bruce Grove. Enhancements to the strategically important green space at Tottenham Green are being developed. These will improve landscaping within the Green and public realm improvements on Town Hall Approach Road and on High Road. These will complement the gyratory works being led by TfL which will lead to two-way working of High Road/Monument Way/Broad Lane and improved bus interchange at Tottenham Hale station. Works commenced in October 2012 with completion expected in autumn 2014. In addition the Borough benefits from the Mayoral Outer London Fund which will support urban realm type measures in Green Lanes through projects led by the local community and complement our LIP funding.

## 6 Comments of the Chief Financial Officer and Financial Implications

6.1 The currently approved sustainable transport investment programme for 2013/14 is funded as follows:

Funding	Programme	£m	Total
External Investment	TfL Grant [LIP and other TfL funding]	3.355	
	TfL Wood Green Major Scheme [LIP]	1.550	
	Tottenham regeneration	1.676	
	Outer London Fund	1.960	
	Section 106/278/developer agreement	1.205	
	<b>Sub -total external investment</b>		<b>£9.746m</b>
Council Investment	Planned carriageway works - original budget	4.250	
	Additional programme of carriageway works	1.500	
	Street Lighting	0.400	
	Road Safety and drainage	0.400	
	<b>Sub -total Council investment</b>		<b>£6.550m</b>
<b>TOTAL</b>			<b>£16.296m</b>

6.2 It should be noted that S106/278/developer funding is subject to variation and is dependent on progress of development schemes.

6.3 The Sustainable Transport Works Plan includes the 2013/14 capital budget allocation to be funded from Council investment.

## 7 Head of Legal Services and Legal Implications

7.1 The Head of Legal Services comments that the Highways Act 1980 imposes on a highway authority the duty to maintain highways maintainable at public expense. The standard of maintenance is the standard necessary to accommodate the ordinary traffic which passes, or may reasonably be expected to pass along the highway.

7.2 Otherwise, there are no implications arising directly from the recommendations in the report at this stage. However, legal implications may arise as the Plan is implemented, in terms of, amongst other things, procurement, property and compliance with the requirements of relevant legislation.

## **8 Equalities and Community Cohesion Comments**

- 8.1 Part of our works programme supports better access to the public transport and highway networks and footway enhancements which particularly benefit people with mobility problems and disabled people.
- 8.2 Our programme seeks to reduce road user casualties through the integrated transport funding including road safety projects and smarter travel programme. Reduced crime could be expected from improvements to street lighting.

## **9 Head of Procurement Comments**

N/A

## **10 Policy Implications**

- 10.1 The schemes and programmes detailed within this report have been identified through the policies as set out in the Local Implementation Plan. They are in line with the objectives of the Mayor as expressed in the Mayor's Transport Strategy.

## **11 Use of Appendices**

- 11.1 Appendix A – Sustainable Transport Works Plan 2013/14.
- 11.2 Appendix B – Plan of 2013/14 Sustainable Transport Programme.
- 11.3 Appendix C – Plan of 2012/13 Sustainable Transport Programme.

## **12 Local Government (Access to Information) Act 1985**

- a. Highways Asset Management Plan
- b. Final Local Implementation Plan October 2011
- c. LIP funding allocation letter from TfL, 14 December 2012
- d. Cabinet Report, Annual Spending Submission for 2013/14, 18 September 2012

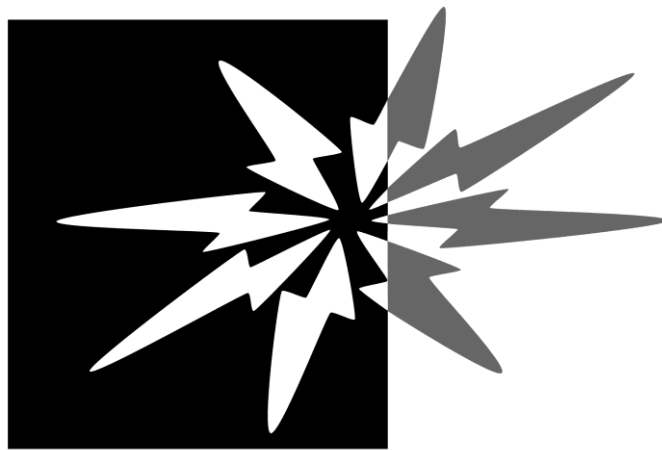
## **13. Web links to schemes**

- [www.haringey.gov.uk/smartertravel](http://www.haringey.gov.uk/smartertravel)
- [www.haringey.gov.uk/majorschemes](http://www.haringey.gov.uk/majorschemes)

# APPENDIX A

## LONDON BOROUGH OF HARINGEY

### SUSTAINABLE TRANSPORT WORKS PLAN 2013-14



**Haringey** Council

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## Introduction

- 1.1 This document sets out Haringey's Sustainable Transport Works Plan for 2013/14, giving the list of highway and transport schemes that will be carried out on the Borough's roads in 2013/14 as well as those proposed for 2014/15 where known. It also sets out our projects to increase the proportion of journeys made on foot, by bicycle or public transport.
- 1.2 This plan is an integral part of 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.

## Background

- 2.1 The annual Sustainable Transport Works Plan outlines the programme of work and investment for 2013/14. It also includes the proposals for detailed scheme consultation on a scheme by scheme basis (Appendix 2).
- 2.2 We will use our community streets approach to engage local communities when developing road safety, smarter travel and urban improvement schemes and use the Area Forums/Committees to inform, consult and report on schemes.
- 2.3 Each year the Council funds improvements to the borough's transport infrastructure from a number of sources. These improvements are in line with the objectives of the Mayor as expressed in the Mayor's Transport Strategy.
- 2.4 Our LIP funding is allocated as a single "block grant" transport fund on the basis of a formula. This funding covers the former corridors, neighbourhoods and smarter travel measures. Allocation for the maintenance of principal roads and bridges are on the basis of measurable need and uses a different formula. Major Schemes funding is for projects in excess of £1m with a three step process for development and implementation with funding allocated through a competitive bidding process. Together with the move to a single fund, TfL are also giving more certainty to funding in future years. TfL provided LIP allocations for 2012/13 and 2013/14. TfL has indicated in its draft Business Plan that overall LIP funding will be unchanged for 2014/15 compared to 2013/14 so it is reasonable to assume our single "block grant" will remain unchanged.

## Policy and Performance

- 3.1 This section is divided into two parts. Policy and Performance targets set by TfL through the Mayor's Transport Strategy which are incorporated into our LIP and, our own Council policy and performance targets for Council investment.

### TfL Policy and Performance

- 3.2 With the formation of the new Government in May 2010 a wide range of national targets were abolished. However, TfL still requires boroughs to set core targets and local targets and associated performance indicators within the LIP. Core targets for the mandatory indicators are mode share, bus service reliability, asset condition, road user casualties

and CO2 emissions with non-mandatory local targets for non-car mode share, pedestrian casualties, child casualties and accessible bus stops. The tables below detail our performance for the core targets. For some performance data a three year average is used to smooth the data and provide more robust indication of trend. The data is provided by TfL, mainly from its annual Travel in London report.

Core Target	Performance				LIP target	
	2006/7 – 2008/9 %	2007/8 – 2009/10 %	2008/9 – 2010/11 %	2009/10– 2011/12 %	2013/14 %	2030/31 %
Walking mode share	31	34	35	38	32	35
Cycling mode share	2	2	1	2	3	5

We have already met our targets for walking mode share but more work is needed to encourage more cycling to meet our LIP targets.

Core Target	Performance				LIP target	
	2008/9	2009/10	2010/11	2011/12	2013/14	2030/31
Bus service reliability [Excess wait time-mins]	1.02	1.0	1.0	1.0	1.2	1.2

We have already met our LIP targets.

Core Target	Performance					LIP target	
	2006/7 %	2007/8 %	2008/9 %	2009/10 %	2010/11 %	2013/14 %	2017/18 %
Asset condition [proportion of principal road network in poor condition]	8.0	7.5	7.6	6.6	7.0	7.0	6.0

Overall our performance shows an improvement in the last few years and we are on course to meet our LIP target for 2013/14. TfL are preparing data for 2011/12 which should be published later in 2013 due to inconsistencies in the latest data.

Core Target	Performance				LIP target	
	2006/8	2007/9	2008/10	2009/11	2013/14	2020
Road user casualties: KSI	92	85	86	85	80	60
Road user casualties: total casualties	806	820	886	858	675	338*

\* target relates to 2031

No targets for road user casualties have been set by the Mayor. Our LIP target is based on an assumed 50% reduction in KSI casualties in the Mayor's Transport Strategy. Our performance indicates that we may meet our LIP target for 2013/14 for KSI casualties. With regards to slight casualties, it is unlikely we will meet our target. This is consistent with the general picture in London.

Core Target	Performance				LIP target	
	2005	2008	2009	2010	2013/14	2020
CO2 emissions from ground based transport [kilotonnes]	159	164	149	154	138	90

Haringey's CO2 emission targets and figures are provided by TfL from the GLA's London Energy and Greenhouse Inventory (LEGGI). There is a reporting time lag of at least 10 months until the previous calendar year's emission figures are released. Therefore, the Council will not be able to confirm whether we are on target to achieve our 2013 interim emission target until October 2014.

### Council Policy and Performance

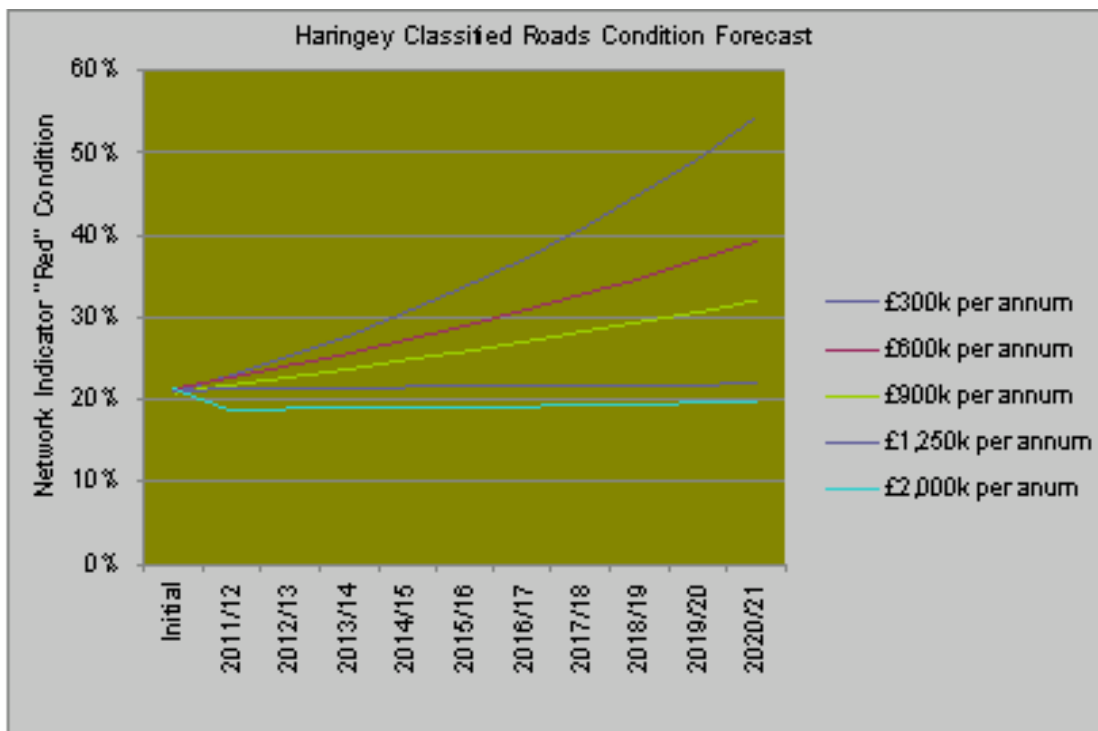
- 3.3 The current condition of the Borough's roads and footways places us in the bottom quartile compared to other boroughs/local authorities. On classified roads (B and C roads) the current performance is 21% of roads need maintenance, on unclassified roads (side roads) it is 18%. With regards to our footways our latest survey shows that 56% require maintenance.
- 3.4 The Council has invested in an asset management model to generate the background evidence for resource requirements and to assess the level of sustained funding required to make measurable improvements. The current planned maintenance investment of £6m for 2013/14 will improve current conditions. Increased investment in reactive maintenance to enable pothole intervention levels to be halved from 60mm and 50mm to 30mm and 25mm respectively will also assist in improving carriageway condition.
- 3.5 Sustained investment is however required to ensure we can continue to improve conditions and improve our performance. The tables below provide the scenarios for

impact on the current conditions based on varying levels of investment. It clearly shows that sustained investment is required to provide measurable improvements.

**Classified Road Carriageways: Investment impact on maintenance need (%)**

	£400k per annum	£750k per annum	£1,000k per annum	£1,500k per annum	£2,000k per annum	£3,000k per annum
<b>Initial</b>	17.97%	17.97%	17.97%	17.97%	17.97%	17.97%
<b>2011/12</b>	19.37%	18.75%	17.91%	16.79%	14.97%	12.92%
<b>2012/13</b>	20.95%	19.58%	17.85%	15.68%	12.47%	9.30%
<b>2013/14</b>	22.70%	20.47%	17.80%	14.65%	10.39%	6.69%
<b>2014/15</b>	24.66%	21.42%	17.74%	13.69%	8.65%	4.81%
<b>2015/16</b>	26.85%	22.44%	17.68%	12.79%	7.21%	3.46%
<b>2016/17</b>	29.29%	23.52%	17.62%	11.95%	6.00%	2.49%
<b>2017/18</b>	32.02%	24.67%	17.57%	11.16%	5.00%	1.79%
<b>2018/19</b>	35.07%	25.90%	17.51%	10.43%	4.17%	1.29%
<b>2019/20</b>	38.47%	27.22%	17.45%	9.74%	3.47%	0.93%
<b>2020/21</b>	42.27%	28.62%	17.39%	9.10%	2.89%	0.67%

**Classified Roads Carriageways: Investment impact on maintenance needs (%)**

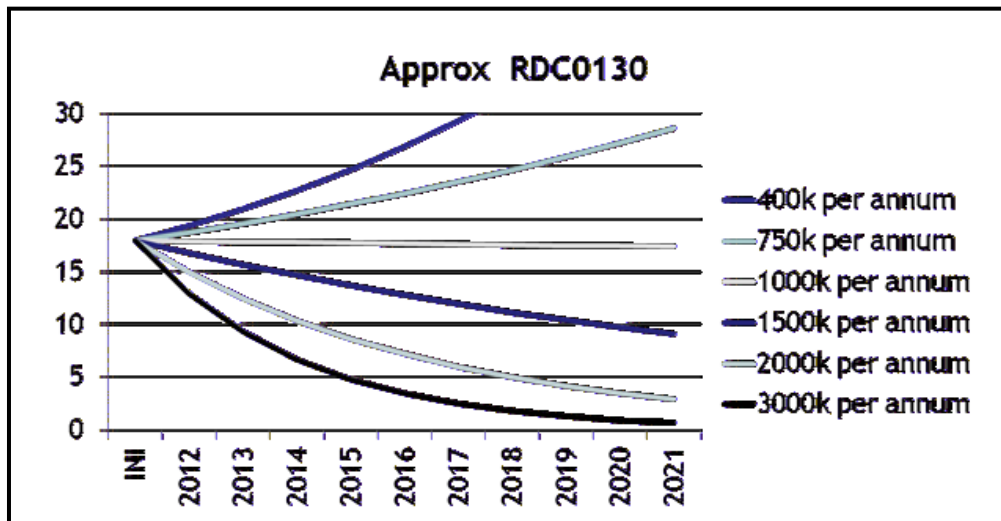


**Unclassified Roads Carriageways: Investment impact on maintenance needs (%)**

• Budget is for all U Class Roads

Budget	Year										
	Initial	1	2	3	4	5	6	7	8	9	10
	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
400k	17.97%	19.37%	20.95%	22.70%	24.66%	26.85%	29.29%	32.02%	35.07%	38.47%	42.27%
750k	17.97%	18.75%	19.58%	20.47%	22.44%	21.42%	22.44%	23.52%	24.67%	27.22%	28.62%
1,000k	17.97%	17.91%	17.85%	17.80%	17.74%	17.68%	17.62%	17.57%	17.51%	17.45%	17.39%
1,500k	17.97%	16.79%	15.68%	14.65%	13.69%	12.79%	11.95%	11.16%	10.43%	9.74%	9.10%
2,000k	17.97%	14.97%	12.47%	10.39%	8.65%	7.21%	6.00%	5.00%	4.17%	3.47%	2.89%
3,000k	17.97%	12.92%	9.30%	6.69%	4.81%	3.46%	2.49%	1.79%	1.29%	0.93%	0.67%

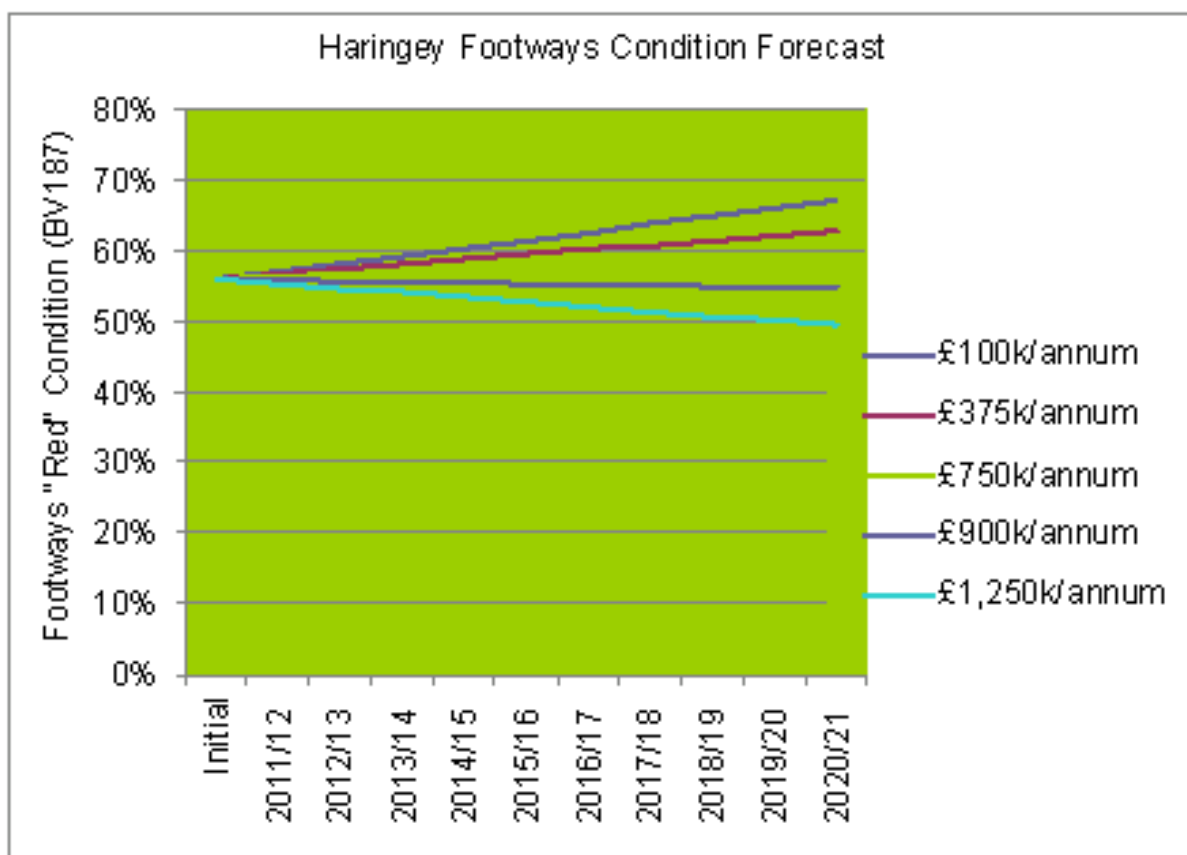
**Unclassified Roads Carriageways: Investment impact on maintenance needs (%)**



## Footways: Investment impact on condition scenarios

	Initial	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
£100k/annum	56.00%	57.10%	58.20%	59.30%	60.40%	61.50%	62.59%	63.69%	64.79%	65.89%	66.99%
£375k/annum	56.00%	56.68%	57.36%	58.05%	58.73%	59.41%	60.09%	60.77%	61.46%	62.14%	62.82%
£750k/annum	56.00%	56.27%	56.53%	56.80%	57.06%	57.33%	57.59%	57.86%	58.12%	58.39%	58.65%
£900k/annum	56.00%	55.87%	55.75%	55.62%	55.49%	55.36%	55.24%	55.11%	54.98%	54.85%	54.73%
£1,250k/annum	56.00%	55.34%	54.68%	54.02%	53.36%	52.70%	52.04%	51.38%	50.72%	50.06%	49.40%

## Footways: Investment impact on condition scenarios



3.6 Footway improvements will be on a like-for-like replacement i.e. renewal of paving with paving and black-top (bitumen macadam) with black top. Paving will however be considered along shopping parades. Along paved footways where tree roots are found to be causing an uneven surface and cannot be removed, consideration will be given to providing black top approximately 2m around the base of the tree area. Paving materials in town centres or conservation areas will be replaced by comparable paving.

3.7 Any footways where vehicles are allowed to park with two or more wheels on the footway will be constructed with hidden concrete strengthening below black-top bitumen surfacing wherever possible.

## Consultation

4.1 The various schemes developed through this works plan will 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)** – residents and businesses of affected roads will be notified by letter drop one week in advance of working commencing. This is provided for maintenance work and is usually added to the statutory notification document for scheme work.
- **Statutory notification (All schemes that require statutory notification)** – the public will be notified of the Council’s intention to a proposal through advertisements placed in the local press and on site. Residents and businesses of the affected roads will also be notified by letter drop. The notification will provide full details of the scheme and a commencement date for construction, subject to addressing any objections.
- **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. This will be delivered through meetings, exhibitions, public events and formal consultation questionnaires.

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 Signing of works giving on site information including contact numbers will be provided. The type of sign will be dependent on the nature and duration of the work.

## Details of Schemes

5.1 The capital allocation for 2013/14 has been financed by the following funding streams:

TfL’s Local Implementation Plan Funding (LIP), including Biking Borough	£3.355m
Wood Green major scheme (TfL)	£1.550m
The Council’s capital investment	£6.55m
Tottenham regeneration fund (GLA)	£1.676m
Outer London Fund (OLF)	£1.96m
Schemes funded from other funding sources (THIRD PARTY)	£1.205m

5.2 This report will set out, in turn, the details of the proposed projects. These are by type of works, rather than by funding source. The report does not detail Council revenue funded 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 1.

### Main Roads and Neighbourhoods

5.3 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. Similarly funding is targeted at two neighbourhoods [community streets] for completing schemes which will deliver traffic calming, road safety initiatives and measures to improve accessibility by cyclists and pedestrians.

5.4 In addition to LIP funding, Outer London Fund and Mayoral and Government Regeneration funds have been set aside for Green Lanes and Tottenham High Road as well as for Town Hall Approach Road off Tottenham High Road, the latter is linked to the walking improvements in Table 1.

**Table 1: Main Roads and Neighbourhoods**

Road Name	Ward	Estimated Cost 2013/14 (£k)
Green Lanes between Turnpike Lane and Borough boundary [LIP funding including carry forward from 2012/13]	Harringay/St Ann's/Seven Sisters	908
Green Lanes urban realm improvements [OLF funding]	Harringay/St Ann's	1,960
Tottenham gyratory complementary measures – 20mph zone [LIP funding]	Tottenham Green	100
Highway and pedestrian improvements at High Road/Northumberland Park junction [GLA funding]	Northumberland Park	776
Tottenham High Road urban realm improvements [GLA funding - highway elements only]	Bruce Grove/Tottenham Hale	360
Town Hall Approach Road environmental and accessibility improvements [GLA funding]	Tottenham Green	440
<b>Total</b>		<b>4,544</b>

### Borough Roads

5.5 A total of £5,750,000 Council Capital is available for resurfacing Borough roads and footways in 2013/14. A further £250k will be used to address surface water ponding and flooding issues along the highway. A plan showing our investment programme, which includes planned carriageway/footway maintenance and drainage, is included as

Appendix A in the main body of the report. This investment will be focused to locations identified as priorities through condition surveys, NAT inspections, engineer's assessments and usage.

- 5.6 The Council investment will provide around £3m to deliver carriageway resurfacing with around £1.8m for footway improvements. A further £940k will be used to provide extensive patching to localised areas and £250k will be used to address surface water ponding.
- 5.7 Our current approved Council Capital budget is £4.5m. Our programme will therefore require the Cabinet to approve an additional £1.5m investment to be brought forward from 2014/15.
- 5.8 **Potholes** - Although not detailed in this report as it is Council revenue funded, it should be noted that in 2013/14 we will pilot a reduction in our current intervention levels for reactive pothole repairs. This will see the threshold reduce from 60mm and 50mm to 30mm and 25mm respectively. This will enable reactive action to be delivered earlier and therefore reduce the impact of potholes on the highway. A budget of £600k has been identified for this work which is an increase of £350k dedicated for pothole repairs. This intervention along with our planned maintenance programme will provide visible and measurable improvements to our highways.
- 5.9 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	2013/14 (£k)
<i>Council funded</i>	
Footway relaying	1,828
Classified and Unclassified roads resurfacing	2,986
Extensive Patching	940
<b>Sub total</b>	<b>5,754</b>
<i>TfL LIP funded</i>	
Principal Road reconstruction	608
<b>Sub total</b>	<b>608</b>
<b>Total</b>	<b>6,362</b>

#### **Principal, Classified and Unclassified Roads Resurfacing**

- 5.10 Principal Road reconstruction: Funding for this is provided by TfL. The contributions for Ferry Lane and Watermead Way will be delivered by TfL through the gyratory scheme. There is a LIP target relating to the standard of the principal road network.

**Table 3: Principal Roads (LIP funded)**

Road Name	Ward	Estimated Cost (£k)
Fortis Green	Fortis Green	279
Westbury Avenue	Noel Park	79
Ferry Lane	Tottenham Hale	150
Watermead Way	Tottenham Hale	100
<b>Total</b>		<b>608</b>

5.11 Classified and Unclassified Roads: The Council investment of around £3m for 2013/14 will be used to resurface sections of roads that have deteriorated as a result of cold weather and general wear and tear. The length of resurfacing along a road will be dependent on the condition but the width of resurfacing at the identified location will be kerb to kerb as opposed to patching. A budget of around £940k will be used for extensive patching at locations where full resurfacing is not required. See tables 4, 5 and 6.

**Table 4: Resurfacing Programme 2013/14 - Classified Non-principal roads**

Road Name	Ward	Estimated Cost (£k)
Northumberland Park	Northumberland Park	24
Perth Road, N22	Woodside	37
Wightman Road N4	Harringay	55
Station Road N22	Woodside	57
Hornsey Lane	Highgate	251
Philip Lane	Bruce Grove/Tottenham Green	145
St Ann's Road	Seven Sisters	180
Belmont Road, N17	West Green	57
Belmont Road, N15	West Green	12
Ferne Park Road	Hornsey/Crouch End	120
Shepherds Hill	Crouch End	231
Alexandra Park Road	Alexandra	43
Willoughby Lane	Northumberland Park	90
<b>Total</b>		<b>1302</b>

Table 5: Resurfacing Programme 2013/14 - Unclassified roads

Road Name	Ward	Estimated Cost (£k)
Inderwick Road N8	Hornsey	76
Blaydon Walk	Northumberland Park	18
Bishopswood Road	Highgate	28
Tariff Road	Northumberland Park	35
Dukes Mews	Fortis Green	15
Princes Lane	Muswell Hill	17
Felix Avenue	Crouch End	28
Arcadian Gardens	Woodside	26
Lyndhurst Road	Woodside	60
Maryland Road	Woodside	65
Dukes Avenue N10	Alexandra	70
Gordon Road	Bounds Green	6
Somerford Grove	Northumberland Park	10
Hebden Terrace	Northumberland Park	15
Cranleigh Road N15	St. Anns	10
Baronet Grove N17	Tottenham Hale	15
Garman Road	Northumberland Park	28
Stirling Road, N22	Woodside	25
Commerce Road, N22	Bounds Green	41
The Avenue	Bruce Grove	60
Asplins Road N17	Northumberland Park	30
Christchurch Road N8	Crouch End	40
Rosebery Gardens	Hornsey	37
Woodside Road N22	Woodside	45
The Crossway	Woodside	30
Coppetts Road	Fortis Green	38
Winkfield Road	Woodside	106
Rectory Gardens	Hornsey	62
View Road	Highgate	65
Nightingale Road, N22	Bounds Green	60
Pages Lane	Fortis Green	35
Granville Road N4	Stroud Green	54
Oakfield Road N4	Stroud Green	30

Parkhurst Road N17	Tottenham Hale	43
Thackeray Avenue N17	Tottenham Hale	30
Creighton Avenue N10	Fortis Green	111
Frobisher Road N8	Harringay	25
Beresford Road N8	Harringay	17
Cavendish Road N4	Harringay	10
Coleridge Road N8	Crouch End	25
Nelson Road N8	Stroud Green	73
Hermitage Road N4	Seven Sister	70
<b>Total</b>		<b>1684</b>

**Table 6: Extensive Patching Programme 2013/14**

Road Name	Ward	Estimated Cost (£k)
Crowland Road, N15	Seven Sister	30
Coniston Road N10	Alexandra	22
Wargrave Ave, N15	Seven Sisters	56
Perth Road N22	Woodside	69
White Hart Lane N17	White Hart Lane	109
Adams Road N17	West Green	31
Durnsford Road N11	Alexandra	68
Linden Road N10	Muswell Hill	44
Devonshire Hill Lane N17	White Hart Lane	50
Rivulet Road N17	White Hart Lane	29
Rhodes Ave N22	Alexandra	51
Craven Park Road N15	Seven Sisters	14
Gladesmore Road N15	Seven Sisters	10
Alexandra Ave N22	Alexandra	13
Brownlow Road, N11	Bounds Green	53
Hillfield Park N10	Muswell Hill	10
Wroxham Gdns N11	Wroxham	10
Maidstone Road N11	Alexandra	31
Wolseley Road N	Bounds Green	57
Henningham Road N17	White Hart Lane	11

Road Name	Ward	Estimated Cost (£k)
Norfolk Close N13	White Hart Lane	13
Spottons Grove N17	White Hart Lane	5
Stockton Gdns N17	White Hart Lane	5
Tower Gardens Road N17	White Hart Lane	32
Fairview Road N15	Seven Sisters	64
Elm Park Avenue N15	Seven Sisters	26
Frinton Road N15	Seven Sisters	17
Higham Road N17	West Green	10
<b>Total</b>		<b>940</b>

5.12 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 over 50% of the boroughs footways require attention with 27% being footways that require Council Capital as opposed to Principal Roads which is funded by TfL. This investment also contributes to improving the walking environment. It is therefore proposed to allocate more than £1.8m of the Council investment to deal with those footways in need of urgent repairs. Maintenance will generally be like for like, i.e. slabs will be replaced with slabs and black top with black top. The programme has been prioritised through condition and usage.

Table 7: Footway Relay Programme 2013/14

Road Name	Ward	Estimated Cost (£k)
Church Lane N8	Hornsey	5
South Close, N6	Highgate	13
Spottons Grove N17	White Hart Lane	11
Stockton Gdn N17	White Hart Lane	4
Ferme Park Road, N4	Crouch End	87
Pembroke Road, N15	Tottenham Green	24
Pembury Road N17	Bruce Grove	49
Sidney Road N22	Bounds Green	64
Sheldon Avenue, N6	Highgate	113
Bishopswood Road, N6	Highgate	54
West Green Road N15	St Anns	35
Henningham Road N17	White Hart Lane	157

Road Name	Ward	Estimated Cost (£k)
Berkeley Road N15	Seven Sisters	16
Ruskin Road N17	Northumberland Park	51
Argyle Road N17	Northumberland Park	67
Gladesmore Road N15	Seven Sisters	52
Craven Park Road N15	Seven Sisters	26
Hornsey Lane Gardens N6	Highgate	20
Progress Way N22	Woodside	48
Endymion Road N4	Harringay	53
Hermitage Road N4	Seven Sisters	26
Upper Tollington Park N4	Stroud Green	107
Milton Avenue N6	Highgate	24
Lausanne Road N8	Harringay	85
Tetherdown N10	Fortis Green	37
Stapleton Hall Road N4	Stroud Green	205
Milton Road N6	Highgate	32
Fortis Green Ave N2	Fortis Green	20
Lordship Lane N22	Noel Park	13
Inderwick Road N8	Hornsey	39
Middle Lane, N8	Hornsey	21
Field Road N17	Bruce Grove	30
Oakington Way N8	Crouch End	22
St Ann's Road N15	St Anns	17
Turnpike Lane N8	Noel Park	29
Fortis Green N10	Fortis Green	13
Duckett Road N4	Harringay	74
Weston Park N8	Hornsey	85
<b>Total</b>		<b>1828</b>

### Bridges/Structures/Drainage

5.13 Our allocation for bridge strengthening and assessment for 2013/14 is £72,000 and provided by TfL through the LIP. Investment for structures and drainage priorities is provided through Council capital funding In 2013/14 we have identified £250,000 for

drainage works to address existing surface water flooding issues in the Borough and £95,000 for structures.

**Table 8: Bridges/Structures/Drainage Investment for 2013/14**

Bridge Name	Ward	Estimated cost (£k)
Wightman Road over rail (LIP funded)	Harringay	20
Ferry Lane over River Lea (LIP funded)	Tottenham Green	15
Station Road over New River (LIP funded)	Woodside	5
Park Avenue over New River (LIP funded)	Woodside	15
Cornwall Road over disused rail (LIP funded)	St Ann's	5
Westbury Ave over disused rail (LIP funded)	Noel Park	12
Structures	Ward	Estimated cost (£k)
Highgate Hill retaining wall	Highgate	55
Southwood Lane, church boundary wall	Highgate	20
Archway Bridge anti-suicide measures	Highgate	20
Drainage	Ward	Estimated cost (£k)
Greyhound Road, N17	West Green	35
Princes Avenue	Muswell Hill	8
White Hart Lane	Woodside	12
Dukes Avenue	Alexandra	7
Perth Road	Stroud Green	6
Wakefield Road and Rangemoor Road	Tottenham Green	10
Hampden Road	Harringay	4.5
The Roundway (west arm)	Woodside	20
Coolhurst Road and Stanhope Road	Crouch End	50
Turnpike Lane	Harringay	25
Markfield Road	Tottenham Green	15
Green Lanes, N8 (Umfreville Road)	Harringay	8
Green Lanes, N8 (Salisbury Road)	Harringay	15
West Green Road	West Green/Harringay	35

<b>Total</b>		<b>417</b>
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## Street lighting

5.14 The Council is eleven 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 we have replaced around 7,000 columns. There are approximately 17,000 lamp columns on the public highway of which 5,000 [29%] are in need of replacement. These columns are mainly of concrete construction in the east of the Borough and cast iron construction in the west. We have investigated the use of LED lighting for our lamp columns and have piloted the use of this lighting in Tynemouth Road, N15 and Dickenson Road, N8. Although the unit costs of LED lantern is more expensive than conventional lanterns, fewer columns are needed as coverage is higher and typically LED lamps last 25 years rather than 6 years for conventional lighting. We are therefore planning to use LED lighting as our standard for 2013/14 and future years. The use of LED lighting will also contribute to reducing our CO2 emissions and assist in meeting our carbon reduction target. The focus for our programme for 2013/14 is on crime hotspots where insufficient lighting is considered a contributing factor and on replacing cast iron columns in the west of the borough as these pose the greatest risk to safety.

5.15 In addition to street lighting upgrades, we also need to provide maintenance and storage for our festive lighting as well resources to erect and take down. A separate report will be delegated to the Cabinet Member regarding trader contributions for future festive lighting operations.

**Table 9: Street lighting renewal areas 2013/14**

Road Name	Ward	Estimated cost (£k)
Lamp column replacement - Buller Road, Circular Road, Carew Road, Dawlish Road, Chesnut Road, Holcolombe Road, Junction Road, Kimberley Road, Ladysmith Road, Mafetining Road, Malvern Road, Michlen Road, Bedford Road, Bourne Road, Dorset Road, Elizabeth Place, Mansfield Ave, Summerhill Road.	Tottenham Hale and Tottenham Green,	263
Lighting renewal - Locations to be confirmed	Northumberland Park	37
Denton Road, Inderwick Road, Mayfield Road.	Stroud Green and Hornsey	75
Festive lighting		25
<b>Total</b>		<b>400</b>

## Road Safety

5.16 LIP funding for road safety in 2013/14 is £105,000 with a contribution of £55,000 from Council resources. This covers a range of initiatives including specific local safety schemes and reactive safety measures. The identified schemes are targeted at reducing the level of killed and seriously injured casualties.

5.17 When developing our proposals for the major scheme centred on Wood Green High Road one of our key objectives is to reduce casualties among vulnerable road users in this busy shopping street. The programme for 2013/14 has been developed through an analysis of current accident locations.

**Table 10: Road Accident Reduction Improvement List for 2013/14**

Scheme Name/Location	Ward(s)	Allocation 2013/14 (£k)
Black Boy Lane	St Ann's	30
Crouch End Hill (LIP funded)	Crouch End	60
Stapleton Hall Road	Stroud Green	25
St Ann's Road [Seven Sisters Road to High Road, N15 (LIP funded)]	St Ann's	25
Reactive Safety (LIP funded)	Borough wide	20
<b>Total</b>		<b>160</b>

## Cycling schemes

5.18 We are delivering substantial investment in cycling. Haringey is one of 13 outer London boroughs awarded the status of Biking Borough and we developed a Biking Borough strategy in 2010. This has enabled us to tap into the £4m funding pot TfL has provided for the period 2011-2014, specifically to assist the implementation of Biking Borough strategies. TfL has also allocated £320,500 to the Borough for 2011/12 to 2013/14. This funding will be used to promote Bikeability cycle training in schools, cycle route infrastructure improvements, cycle parking, workplace travel planning interventions, cycle safety and security initiatives, bike recycling scheme, cycling for health scheme and cycle community project.

5.19 In addition we are setting aside £450,000 of LIP funding over the same time period. The focus of our investment will be to establish Wood Green as the cycling hub for the Borough. For the hub we are planning to complete local cycle routes within about 2km of Wood Green, review cycle signage, provide additional cycle parking, engage with workplaces in the town centre to promote more cycling through cycle parking, showers and lockers etc, promote cycle safety and security interventions, cycle training for adults and pupils and establish a marketing and promotional campaign. Away from the hub our plans include working with partners in the NHS to promote cycling, setting up local champions and running Dr Bike sessions in parks. Overall we anticipate investing over £1.3m on cycle projects between 2011 and 2014.

5.20 As well as funding for our Biking Borough strategy we will also be promoting cycling through a substantial cycle training programme and continuing our investment in cycle parking in the Borough.

5.21 Further investment will be made in Greenways cycle and pedestrian routes to complement the Biking Borough spend with work targeted at link 04 between Wood Vale and Alexandra Palace.

5.22 Consultants were commissioned in 2012/13 to develop the “Haringey Loop” a circular route almost exclusively off road or on quiet residential roads aimed at encouraging people to try cycling in this relatively safe environment. The proposals arising from this study will be delivered in 2013/14 along with further delivery of Biking Borough projects. These are determined through consultation with Haringey Cycling Campaign.

5.23 A cycle and walking audit is programmed for 2013/14. This will identify measures to improve walking and cycling in the Borough including consideration of London Cycling Campaign’s Go Dutch principles. The outputs from the study will be used in the development of future LIP funding submissions. A North London Cycling Strategy has been commissioned by the North London Transport Forum which will identify existing provision and gaps and opportunities.

**Table 11: Cycling schemes**

Scheme Name / Location.	Allocation (£k)
	2013/14
Biking Borough – LIP funding	147
Biking Borough – TfL non-LIP funding	54
Cycle and Walking Audit – North London Partnership	50
Cycle Training - LIP funding	110
Cycle Parking borough wide – Lip Funding	21
<b>Total</b>	<b>382</b>

### Walking schemes

5.24 The cycle and walking audit referred to above will provide the context for improving the walking environment. Although there is no LIP or other TfL funding dedicated for walking projects in 2013/14 investment in Greenways cycle and pedestrian routes above provide support for more walking. Similarly our Community Streets initiatives described in para. 5.3 would enhance pedestrian amenity and safety. We are planning to complete or commence a number of schemes funded through S106/S278 as shown in the table below.

Table 12: Walking schemes

Scheme Name / Location	Ward	Provisional Allocation (£k)	Provisional Allocation (£k)
		2013/14	2014/15
Tottenham Town Hall pedestrian and bus user enhancements S 106	Tottenham Green	128	
Cross Lane cycle and walking improvements [developer funded]	Hornsey	75	
Hale Village access and footway enhancements S 278 and S106	Tottenham Hale	520	
Hampden Road/Wightman Road junction, Turnpike Lane, Penstock footpath pedestrian, cycle, junction and lighting improvements S 106/S 278	Harringay/Noel Park	80	505
Newland Road, N8 – Penstock footpath enhancement – S 106	Hornsey	5	
Plevna Crescent, N17 – footway improvements – S 106	Seven Sisters	20	
25 Watson’s Road, N22 – street lighting, footway works, raised table – S 106	Woodside	90	
97 – 99 Philip Lane, N15 – footway works – S 106	Tottenham Green/Bruce Grove	23	
Wood Green Police Station, High Road, N22 – S 106 – entry treatments, traffic calming	Bounds Green	68	
2-6 Middle Lane, N8 – footway enhancements – S 106	Hornsey	10	
103 Cornwall Road, N15 – access improvements	St Ann’s	28	
Gilson Place, Coppetts Road, N10 – footway and highway enhancements at Coppetts Road/Trott Road jn – S 106	Fortis Green	110	
2 Maidstone Road, N11 – environment and highway improvements – S 106	Bounds Green	25	
82 Beechfield Road, N4 – footway and cycle lane improvements – S 106	Seven Sisters	5	
11 Markfield Road, N15 – footway improvements – S 106	Tottenham Green	15	
606 Lordship lane, N22 – pedestrian enhancement – S 106	Noel Park	3	
<b>Total</b>		<b>1,205</b>	<b>505</b>

## Improving bus facilities and services

5.25 There is no specific funding for bus priority measures. However, we are working with TfL on a Local Bus Challenge which takes a holistic view on issues affecting reliability of buses on a route and provide both soft and hard measures to improve services. Initial work for route W3 which is a key east – west orbital route across the Borough will commence in 2013/14. In addition we will support bus priority and bus stop accessibility on Wood Green High Road in the town centre [see Table 13 below] and Green Lanes [see Table 1 above]. It is likely we will be allocated funding for bus stop accessibility but details are not available at the present time.

**Table 13: Improving Bus Services**

Scheme Name / Location	Ward	Allocation (£k)
		2013/14
Bus stop accessibility	Various	TBC
Local Bus Challenge – W3	Various	15

## Town Centres and Transport Hubs

5.26 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.

5.27 TfL has allocated provisional funding of £1,550,000 for a major scheme for Wood Green following submission of our proposals in October 2010. TfL has previously allocated funding in 2011-13 for scheme development and consultation. The major scheme proposal will complement the recently completed station access programme including the diagonal crossing outside Wood Green tube station. TfL funded a pilot project, undertaken by consultants, looking at three outer London town centres including Wood Green with the aim of delivering urban realm proposals; develop a framework for delivering the Mayor's Better Streets urban realm interventions and identifying a programme of proposals. This work informed our proposals for Wood Green town centre. Our initial plans for the town centre include:

- reducing street clutter
- renewing footway paving
- improved pedestrian safety and accessibility at the junction outside Turnpike Lane tube station
- improved public realm eg tree planting, seating and lighting
- replacing the existing bus shelters
- improvements to street lighting
- revised entry treatment at Gladstone Avenue/Buller Road junction
- redesign of Turnpike Lane bus and tube station environment including closing off Langham Road by its junction with Westbury Avenue

5.28 We have been developing our proposals and have commissioned consultants to evaluate the traffic impact of our initial plans including the type of pedestrian facilities which could be provided at Turnpike Lane/High Road/Westbury Avenue junction. In addition we have assessed the impact of removing the traffic signals at the Alexandra Road/High Road junction to improve the urban realm and reduce street clutter. Our development work has continued through 2012/13 following initial feasibility work in 2011/12. Urban designers, East, have been commissioned to prepare proposals which were consulted on between November and December 2012. Detailed design is expected to complete in the summer of 2013. Subject to approval of our plans by TfL we aim to commence work in 2013/14 with completion in 2014/15

**Table 14: Town Centre and Transport Hub schemes**

Scheme Name / Location.	Allocation (£k)
	2013/14
Wood Green Town Centre – major scheme	1,550
<b>Total</b>	<b>1,550</b>

### Smarter Travel

5.29 Smarter Travel is the term used to describe the range of activities which encourage reduced car use through behaviour change. The Smarter Travel programme encourages behaviour change through a range of projects which are designed to increase awareness, offer information and advice, provide the opportunity to take part [for example, in a led cycle ride] and to remove barriers to behaviour change [for example, Dr Bike sessions, trying out a new bike etc]. The programme focuses on engaging the community in creative ways to support the shift towards more sustainable travel which aims to reduce congestion, improve health, save travel costs and reduce air pollution.

5.30 We have been working on a joint project with LB Enfield and TfL to develop cross-borough smarter travel measures as actions to reduce car use can be most effective at a sub-regional level as much car travel crosses borough boundaries. In developing our programme we have taken advantage of specialist expertise and databases used by TfL. The use of market segmentation data [MOSAIC] has been used to assess the effectiveness of types of interventions. The programme in Table 15 reflects this work which has been used to identify specific objectives:

- Increase cycling to a mode share target of 3% by 2014 [from LIP baseline of 1.7%]
- Increase mode share of walking to 32% by 2014 from 2007/9 baseline of 31.3%
- Reduce the number of killed and seriously injured casualties by 20% by 2014 from 2004/8 average
- Reduce the number of child casualties by 19.7% by 2014
- Reduce transport related emissions of CO2 by 20% from 2008 baseline by 2014

5.31 From March to May 2013, Smarter Travel will deliver targeted personalised travel planning in the Northumberland Park and White Hart Lane areas to approximately 10,000

households. Householders will be offered bespoke smarter travel items such as local walking and cycling guides, cycle safety guide and cycle training leaflet and a greener driving guide. Follow up activity including an evaluation of the project is planned for these areas for summer 2013. In addition, the Smarter Travel team is planning to deliver a marketing campaign in Fortis Green and Crouch End wards.

5.32 We will also be providing eco-driver training through the use of a sustainable driver simulator at various locations across the Borough to show drivers how much money could be saved and CO2 emissions reduced by driving in a smarter/greener way.

**Table 15: Smarter Travel projects**

Scheme Name / Location.	Allocation (£k)
	2013/14
Projects support active travel for leisure, entertainment, shopping trips – focused on promoting walking and cycling among people and delivers incentives to reward sustainable travel; focused on promoting active travel via community organisations to those living/working in Haringey who are less likely to travel actively	138
Projects to support reductions in CO2 emissions and improve air quality by raising awareness of smarter travel through road shows and marketing campaigns as well as a project working with local schools in conjunction with Haringey’s air quality team. Projects also support workplace travel planning, personalised travel planning, and smarter travel advice.	310
Improve child safety – road safety interventions in schools including education, training and publicity; school travel planning, focusing on child casualties in the east of the Borough	184
Funding to support EU personalised travel planning project	25
<b>Total</b>	<b>657</b>

### Accessibility and Environment

5.33 We will be supporting the Haringey Community Transport scheme to meet the needs of people unable to use conventional public transport as well as providing a service for local community groups. Funding will be between the mainstream LIP funding and the Local Transport Funding element.

5.34 Following the successful partnership working with Sustrans for the delivery of our Langham Road Area DIY Streets scheme, we have developed our own ‘Community Streets’ programme which has taken forward the positives of the DIY Streets ethos and added our own concepts. In 2012/13 we engaged residents and businesses of the ‘Hornsey Heart’ and Warwick Gardens area off Green Lanes. For both schemes we

carried out initial consultation in 2012/13 and will be progressing with implementation in 2013/14. The latter scheme complementing our proposals for the Green Lanes corridor.

**Table 16: Accessibility and Environment projects**

Scheme Name/Location	Ward	2013/14 Allocation (£k)
Community Transport – provides delivery of community group transport and minibus provision for voluntary and community groups and provision on MIDAS training	Borough-wide	22
Accessibility measures	Borough-wide	20
Hornsey area - environmental improvements	Muswell Hill/Hornsey	100
Warwick Gardens – environmental improvements	St Ann’s	270
<b>Total</b>		<b>412</b>

### Local Transport Fund

5.35 In line with every other London borough TfL have allocated £100,000 to the Council to develop local transport projects for 2013/14. We will use the funding to continue Haringey’s Community Transport scheme, bus accessibility and road safety works.

**Table 17: Local Transport Fund projects**

Scheme Name/Location	Ward	2013/14 Allocation (£k)
Community Transport	Borough-wide	57
Road safety (reactive)	Borough-wide	20
Bus accessibility measures	To be identified	23
<b>Total</b>		<b>100</b>

## **6 Conclusions**

- 6.1 This document sets out a detailed programme for the Single Frontline service for the coming year linking investment to Council priorities on the basis of need and performance. Council investment on street lighting, footway maintenance and parking schemes complements TfL funding through the LIP. Additional funding from Outer London Fund and the GLA for regeneration in Tottenham has helped to more than double investment compared to last year.

### **Use of Appendices / Tables**

7.1 Appendix 1 – Transport investment by Ward

7.2 Appendix 2 – Type of Consultation for schemes

## 7.1 Appendix 1: Transport Investment by Ward

WARD	TRANSPORT AREA	PROJECT
Alexandra	Carriageway maintenance	Durnsford Road, Alexandra Park Road, Muswell Avenue
Bounds Green	Drainage	Dukes Avenue
	Carriageway maintenance	Gordon Road, Nightingale Road, Lascotts Road
	Footway maintenance	Palace Road
	Walking	Ringway, Wood Green Police station [High Road], Maidstone Road
Bruce Grove	Urban realm	Tottenham High Road
	Carriageway maintenance	Philip Lane, Dongola Road, The Avenue
	Street lighting	TBC
	Walking	Philip Lane
Crouch End	Principal road maintenance	Tottenham Lane
	Carriageway maintenance	Ferne Park Road, Shepherds Hill, Felix Avenue, Claremont Road
	Street lighting	TBC
	Drainage	Coolhurst Road, Stanhope Road
	Road safety	Crouch End Hill
Fortis Green	Carriageway maintenance	Fortis Green, Dukes Mews, Twyford Avenue, Coppetts Road, Pages Lane
	Footway maintenance	Tetherdown
	Walking	Creighton Avenue, Coppetts Road
Harringay	Main roads and neighbourhoods	Green Lanes
	Urban realm	Green Lanes
	Walking	Hampden Road/Wightman Road junction; Turnpike Lane, Penstock footpath
	Major scheme	Wood Green town centre
	Footway maintenance	Endymion Road, Lausanne Road
	Drainage	Hampden Road, Turnpike Lane, Green Lanes [Umfreville Road], Green Lanes [Salisbury Road], West



WARD	TRANSPORT AREA	PROJECT
Highgate		Green Road
	Carriageway maintenance	Hornsey Lane, Milton Road, Milton Park, Milton Avenue, View Road
	Footway maintenance	South Close, Sheldon Avenue, Bishopswood Road, Milton Park, Hornsey Lane Gardens, Milton Avenue, Milton Road
	Structures	Hornsey Lane Bridge, Highgate Hill retaining wall, Southwood Lane church wall
Hornsey	Walking	Cross Lane, Newland Road, Middle Lane
	Carriageway maintenance	Ferne Park Road, Rosebery Gardens, Rathcoole Gardens, Rectory Gardens
	Footway maintenance	Boyton Road, Campsbourne Road, Weston Park
	Environment	Hornsey area
	Street lighting	TBC
Muswell Hill	Walking	Park Road
	Footway maintenance	Summerland Gardens
	Carriageway maintenance	Princes Lane, Linden Road
	Environment	Hornsey area
	Drainage	Princes Avenue
Noel Park	Principal road maintenance	Westbury Avenue
	Walking	Hampden Road/Wightman Road junction; Turnpike Lane, Penstock footpath; Lordship Lane
	Major scheme	Wood Green town centre
	Drainage	Priory Road
Northumberland Park	Principal road maintenance	Tottenham High Road
	Carriageway maintenance	Northumberland Park, Willoughby Lane, Blaydon Walk, Somerford Grove, Hebden Terrace, Garman Road
	Footway maintenance	Ruskin Road, Argyle Road
	Walking	High Road/ Northumberland Park junction
	Street lighting	TBC

WARD	TRANSPORT AREA	PROJECT
St Ann's	Main roads and neighbourhoods	Green Lanes
	Urban realm	Green Lanes
	Carriageway maintenance	Black Boy Lane
	Environment	Warwick Gardens area
	Road safety	Black Boy Lane, St Ann's Road
	Walking	Cornwall Road
Seven Sisters	Main roads and neighbourhoods	Green Lanes
	Carriageway maintenance	St Ann's Road, Wargrave Avenue
	Footway maintenance	Riverside Road, Lockmead Road, Berkeley Road, Gladesmore Road, Craven Park Road, Hermitage Road
	Walking	Plevna Crescent, Beechfield Road
Stroud Green	Carriageway maintenance	Mount Pleasant Crescent
	Footway maintenance	Upper Tollington Park, Stapleton Hall Road
	Drainage	Perth Road
	Road safety	Stapleton Hall Road
	Street lighting	TBC
Tottenham Green	Main roads and neighbourhoods	Tottenham gyratory complementary measures
	Carriageway maintenance	Philip Lane
	Footway maintenance	Pembroke Road
	Neighbourhoods accessibility	Town Hall Approach Road
	Walking	Town Hall Approach Road, Philip Lane, Markfield Road
	Drainage	Wakefield Road, Rangemoor Road, Markfield Road
	Street lighting	TBC
Tottenham Hale	Urban realm	Tottenham High Road
	Carriageway maintenance	Ferry Lane, Watermead Way
	Walking	Hale Village
	Street lighting	TBC
West Green	Principal road maintenance	Westbury Avenue
	Major scheme	Wood Green town centre
	Carriageway maintenance	Belmont Road, Adams Road

WARD	TRANSPORT AREA	PROJECT
	Drainage	Greyhound Road, West Green Road
	Road safety	The Roundway/Lordship Lane
White Hart Lane	Carriageway maintenance	White Hart Lane
	Footway maintenance	Henningham Road
Woodside	Walking	Watson's Road
	Carriageway maintenance	Perth Road, Arcadian Gardens, Lyndhurst Road, Maryland Road, The Crossway, Winkfield Road
	Footway maintenance	Progress Way
	Drainage	White Hart Lane, The Roundway [west arm]
	Road safety	The Roundway/Lordship Lane, Lordship Lane/Granville Road
<b>BOROUGH WIDE PROJECTS</b>		
Bus stop accessibility		Locations to be confirmed
Smarter travel projects		Workplace travel planning, marketing initiatives, complementary travel planning measures, road safety interventions at schools, roadshows
Cycling		Cycle training programme, cycle parking programme
Road safety		Reactive proposals to be developed
Accessibility		Community transport project

## 7.2 Appendix 2: Type of Consultation for schemes

Scheme Name / Location.	Allocation (£k)	Consultation Type		
	2013/14	Notification	Statutory Notification	Full Consultation
<b>Principal Road Renewal</b>				
A 504 Fortis Green	279	✓	✓	
A1080 Westbury Avenue	79	✓	✓	
A103 Ferry Lane	150	✓	✓	
A1055 Watermead Way	100	✓	✓	
<b>Main Roads/Neighbourhoods</b>				
Green Lanes between Turnpike Lane and Borough boundary	886	✓	✓	✓
Tottenham gyratory complementary measures – 20mph zone	100	✓	✓	✓
Green Lanes urban realm improvements	1960	✓	✓	✓
High Road/Northumberland Park junction	776	✓	✓	✓
Tottenham High Road urban realm improvements	450	✓	✓	✓
Town Hall Approach Road environmental and accessibility improvements	450	✓	✓	✓
<b>Local Safety Schemes</b>				
Black Boy Lane	30	✓	✓	✓
Crouch End Hill	60	✓	✓	✓
Stapleton Hall Road	23.5	✓	✓	✓
St Ann's Road	36.5	✓	✓	✓
Reactive safety	10	✓	✓	✓
<b>Smarter Travel</b>				
Support active travel for leisure, entertainment, shopping trips	138	N/A	N/A	N/A
Programme to improve air quality, reduce CO2 emissions, traffic and congestion.	310	N/A	N/A	N/A
Improve child safety	184.5	N/A	N/A	N/A



Personalised travel planning project	25	N/A	N/A	N/A
<b>Cycling</b>				
Biking Borough – LIP funding	147	✓	✓	
Biking Borough – TfL non-LIP funding	54	✓	✓	
Cycling and walking audit	50	N/A	N/A	N/A
Cycle Training	100	N/A	N/A	N/A
Cycle Parking borough wide	21	N/A	N/A	N/A
<b>Walking</b>				
Tottenham Town Hall pedestrian and bus user enhancements S 106	128	✓	✓	
Cross Lane cycle and walking improvements [developer funded]	75	✓	✓	
Hale Village access and footway enhancements S 278 and S106	520	✓	✓	
Hampden Road/Wightman Road junction, Turnpike Lane, Penstock footpath pedestrian, cycle, junction and lighting improvements S 106/S 278	80	✓	✓	
Newland Road, N8 – Penstock footpath enhancement – S 106	5	✓	✓	
Plevna Crescent, N17 – footway improvements – S 106	20	✓	✓	
25 Watson’s Road, N22 – street lighting, footway works, raised table – S 106	90	✓	✓	
97 – 99 Philip Lane, N15 – footway works – S 106	23	✓	✓	
Wood Green Police Station, High Road, N22 – S 106 – entry treatments, traffic calming	68	✓	✓	
2-6 Middle Lane, N8 – footway enhancements – S 106	10	✓	✓	
103 Cornwall Road, N15 – access improvements	28	✓	✓	
Gilson Place, Coppetts Road, N10 – footway and highway enhancements at Coppetts Road/Trott	110	✓	✓	
2 Maidstone Road, N11 – environment and highway	25	✓	✓	
82 Beechfield Road, N4 – footway and cycle lane improvements – S 106	5	✓	✓	
11 Markfield Road, N15 – footway improvements – S 106	15	✓	✓	
606 Lordship lane, N22 – pedestrian enhancement – S 106	3	✓	✓	

Town Centres/Transport Hubs				
Wood Green – scheme design, consultation and commencement of implementation	1550	✓	✓	✓
Accessibility and Environment				
Community Transport project	80	N/A	N/A	N/A
Hornsey area - environmental improvements [DIY streets]	100	✓	✓	✓
Warwick Gardens – environmental improvements [DIY streets]	270	✓	✓	✓
Local Transport Fund				
Road safety	20	✓	✓	
Bus accessibility	22.5	✓	✓	
Council Capital Investment				
Street lighting new columns	400	✓	✓	
Classified and Unclassified roads resurfacing	2702	✓	✓	
Footway relaying	1574	✓	✓	

## Appendix B – Plan of 2013/14 Sustainable Transport Programme.

## Appendix C – Plan of 2012/13 Sustainable Transport Programme.