

## SCRUTINY UPDATE

Scrutiny Recommendation and Executive Decision	Target Implementation Date	Who Responsible	Implemented?	Service or Performance Improvement Measurable outcomes
		(who and what)	Yes/No*	<i>This must be completed</i>
<p><b>Recommendation One</b> The final draft of the Local Implementation Plan should be entitled “The Haringey Transport Plan” so that it is easily identified by the general public as the plan to guide local transport initiatives.</p> <p><i>Response: The Executive does not fully agree with this recommendation. The Council is required to prepare a Local Implementation Plan by the Mayor. The LIP will be subtitled with Haringey Transport Plan to assist understanding by stakeholders.</i></p> <p><i>Executive Decision: Amended</i></p>	July 2006	Director of Urban Environment	Yes	Final LIP entitled Local Implementation Plan. Stakeholder consultation in the development of the draft LIP emphasised the role of the LIP as a transport strategy document for the Council. The web version of the Final LIP is subtitled “The Haringey Transport Plan”.
<p><b>Recommendation Two</b> The Council should engage on an extensive consultation strategy on the draft transport Local Implementation Plan.</p> <p><i>Executive Decision: Agreed</i></p>	July 2005	Director of Urban Environment	Yes	Consultation undertaken with key stakeholders in two workshop sessions. In addition public consultation was through an article in the Haringey People with a dedicated email address set up. The draft LIP was placed on the Haringey website.

<p><b>Recommendation Three</b> The Local Implementation Plan should link clearly with other Council strategies and initiatives, especially the Unitary Development Plan, Better Haringey and other council services transport initiatives (e.g. the Walking Bus for schools).</p> <p><i>Executive Decision:Agreed</i></p>	July 2006	Director of Urban Environment	Yes	The Final LIP includes a chapter setting out Haringey's Transport Strategy which links into the UDP transport policies. Details of the Council's School Travel Plan initiatives are included in the LIP as well as Road Safety Plan and the Parking and Enforcement Plan. Better Haringey objectives and the aspiration for Haringey to be the greenest borough are supported through the transport strategy.
<p><b>Recommendation Four</b> The department should outline a broad strategic document entitled "The Haringey Transport Strategy" to guide the co-ordination of transport initiatives across council services and with partner agencies. The strategy should clearly link and reference other initiatives related to transport and particularly policies on planning, regeneration, community health and social services and education.</p> <p><i>Executive Decision: Agreed</i></p>	July 2006	Director of Urban Environment	Yes	Chapter 3 Haringey Transport Strategy included in the Final LIP. Linkages to other strategies to be made through revisions to policies in the Haringey Transport Strategy.
<p><b>Recommendation Five</b> Pedestrian crossings should be installed that meet the needs of pedestrians who wish to cross the road with clear criteria on the type and location of crossings.</p>	Ongoing	Director of Urban Environment	Yes	Pedestrian crossings installed in accordance with nationally established design criteria. The focus is on installing adaptive puffin crossings which provide a higher service level than pelican crossings. Pedestrian crossings are provided to meet identified safety issues.

<i>Executive Decision: Agreed</i>				
<p><b>Recommendation Six</b> The Council should undertake an audit of street furniture, linked to a Geographic Information System (GIS) inventory.</p> <p><i>Executive Decision: Agreed but the development of the GIS inventory would be subject to resources.</i></p>	July 2006	Director of Urban Environment	Yes	The Council is currently undertaking an audit of street furniture as part of its Asset Management Strategy. The results will be put on the Council's GIS system.
<p><b>Recommendation Seven</b> The Council should prioritise its street light improvement programme.</p> <p><i>Executive Decision: Agreed</i></p>	Ongoing	Director of Urban Environment	Yes	The Final LIP includes a details of our street lighting programme for 2006/7 in paragraphs 5.9.9 – 5.9.12. The programme will provide benefits for all road users. The focus in recent years has been on the relatively deprived eastern part of the Borough. The annual programme is based on an asset survey carried out in 2004 and on local consultation with the Police to address crime hot spots. This is enabling replacement of aged stock, crime reduction, improved levels of working street lights and higher resident satisfaction with street lighting.
<p><b>Recommendation Eight</b> Future expenditure on cycling facilities should aim to make all the Borough's roads safe for cycling, whilst recognising the need for the appropriate use of dedicated continuous cycle lanes on some major routes.</p>	Ongoing	Director of Urban Environment	Yes	The Final LIP includes a Cycling Action Plan which does not make any distinction between the road network and the cycle route network, acknowledging that cyclists wishes to use all roads. The Council is supporting road danger

<p><i>Executive Decision: Agreed</i></p>				<p>reduction which aims to reduce danger to all road users at source, believing this will encourage more cycling as actual and perceived road danger, a key concern of cyclists, is a significant influence on the amount of cycling in the Borough. The Council is implementing the strategic London Cycle Network Plus routes which is due for completion in 2010, focusing on a number of major routes often using the Boroughs main roads. Cycle lanes are recognised as appropriate for major roads to enhance safety for cyclists. To complement the LCN Plus local cycle routes are being provided where resources allow such as on Beaconsfield Road in West Green.</p>
<p><b>Recommendation Nine</b> The Council should, where possible, support cycle lanes on a dedicated carriageway and provides a demarcated different level platform between the footway and the road.</p> <p><i>Executive Decision: Agreed</i></p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>As noted above the Council seeks to provide dedicated cycle lanes on major road where possible. For local roads, dedicated lanes are not generally required as traffic volumes and speed are relatively low. Demarcated cycle lanes and differences in levels have been introduced on Stroud Green Road and will be introduced where appropriate at other locations.</p>
<p><b>Recommendation Ten</b> The Council should seek to increase the number of cycle parking spaces particularly in town centres.</p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>The Council has a programme for introducing cycle parking since 2003/4. The number of stands provided is as follows: 2003/4 56; 2004/5 42; 2005/6 80</p>

<p><i>Executive Decision: Agreed</i></p>				<p>and 2006/7 81. Further stands are to be introduced in 2007/8.</p>
<p><b>Recommendation Eleven</b>  Camera enforcement should be considered by the Director of Environmental Services as a possible strategy to improve enforcement on cycleways for cycling space and security against theft.</p> <p><i>Executive Decision: Agreed</i></p>	<p>July 2006</p>	<p>Director of Urban Environment</p>	<p>No</p>	<p>A study to assess the feasibility of camera enforcement of cycle facilities has yet to be undertaken.</p>
<p><b>Recommendation Twelve</b>  The Council should support greater investment in bus services that run East-West across the Borough.</p> <p><i>Executive Decision: Agreed</i></p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>The Council has regular meetings with TfL on public transport issues. The issue of insufficient orbital services across the Borough has been raised at these meetings and is recognised as an issue in the UDP. The lack of orbital bus services has also been raised by the sub-regional partnership North London Strategic Alliance as part of TfL initiated sub regional transport studies.</p>
<p><b>Recommendation Thirteen</b>  The Council should support the provision of properly enforced bus lanes on major routes and develop a plan for bus priority measures.</p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>The Council has been actively supporting bus priority measures on its roads through the London Bus Priority Network. As part of this work we have a Service Level Agreement [SLA] with TfL to provide enforcement for an indefinite period. This covers bus lanes and waiting and loading restrictions on a number of key bus routes using such</p>

<p><i>Executive Decision: Agreed</i></p>				<p>roads as Tottenham High Road, Wood Green High Road, Green Lanes, Lordship Lane, Turnpike Lane and Muswell Hill Road.</p>
<p><b>Recommendation Fourteen</b> The Council should work with Transport for London to maintain high frequency bus services in the Borough and identify those routes where an upgrade to a high frequency service would be beneficial.</p> <p><i>Executive Decision: Agreed</i></p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>As noted above the Council has regular meetings with TfL on public transport issues. The Council's interests in improving bus services are raised at these meetings and in responses to consultation by TfL on bus service changes. Many bus routes have seen frequency increases in response to increasing demand and as a result of Council lobbying for better service provision. Bus service issues including capacity concerns raised Members and stakeholders are discussed with TfL</p>
<p><b>Recommendation Fifteen</b> The Council should work with relevant agencies for improved bus service safety.</p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>It is recognised that safety on buses and at bus stops is a particular issue for elderly and mobility impaired people. These issues have been raised at the Mobility Forum and discussed with TfL. The Council's programme to improve bus stop accessibility seeks to address access concerns and safety around bus stops. In relation to the new bendy buses the Council has completed works to make access easier and safer by reducing the gap between the kerb and the bus.</p>

<i>Executive Decision: Agreed</i>				
<p><b>Recommendation Sixteen</b> Haringey Council continue to make the case to all appropriate bodies to obtain further investment in the Borough's rail links.</p> <p><i>Executive Decision: Agreed</i></p>	Ongoing	Director of Urban Environment	Yes	<p>The Council is working with its sub-regional partners in the North London Strategic Alliance for improvements to rail services on the Lee Valley between Tottenham and Stansted and from Tottenham to Stratford. A new service commenced in December 2005 between stations north of London via Tottenham Hale to Stratford. The Council is participating in a new grouping, West Anglia Routes Group, to lobby TfL and Network Rail for enhancements to capacity on the London – Cambridge-Stansted corridor. Through the NLSA we are seeking the full implementation of the Thameslink project. We have sought an extension of the Victoria line to Northumberland Park to maximise the regeneration opportunities.</p>
<p><b>Recommendation Seventeen</b> The Council should set a target of zero traffic growth, in line with the target set by Transport for London for limiting traffic growth throughout London.</p>	July 2006	Director of Urban Environment	Yes	<p>The Final LIP includes an aspiration to limit traffic growth to zero between 2001 and 2011. However, because of the growth agenda through the London-Stansted-Cambridge growth corridor and the regeneration focused on Tottenham Hale and Haringey Heartlands and the challenge to provide for this growth, the Council's would be seeking to limit traffic growth to 2.5% over the same period. In line with TfL's target we will be seeking to limit traffic growth in Wood Green town centre to plus 1% between 2001</p>

<p><i>Executive Decision: Agreed</i></p>				<p>and 2011.</p>
<p><b>Recommendation Eighteen</b>  The Council should support major road infrastructure schemes for improving the North Circular Road and Tottenham Hale Gyratory and a new spine road within the Haringey Heartlands area.</p> <p><i>Executive Decision: Agreed</i></p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>The Council is supporting an enhancement to the proposals for the NCR being progressed by TfL. TfL's project would not address the key issues for the section of the NCR between Bounds Green and Green Lanes. We are supporting the conversion of the Tottenham gyratory to two way working and are working with TfL to seek to ensure that this project is implemented and linked to a major improvement to Tottenham Hale station interchange. Full Government funding and planning permission for the Spine Road has been achieved. The road and associated works are expected to complete by March 2008.</p>
<p><b>Recommendation Nineteen</b>  The Council should target effective enforcement methods to reduce accidents on the main road network</p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>The Council has been introducing road safety measures on Tottenham High Road, Wood Green High Road, Green Lanes and Bounds Green Road in the last two years. Some of the Borough's main roads are under the control of TfL who are responsible for enforcement and road safety. A 20mph zone has been introduced on Wood Green High Road between Wood Green and Turnpike Lane tube stations. Further work is planned for future years to reduce the</p>



<p><i>Executive Decision: Agreed</i></p>				<p>still high levels of casualties.</p>
<p><b>Recommendation Twenty</b> The Council should support educational initiatives on road safety</p> <p><i>Executive Decision: Agreed</i></p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>The Council has an ongoing programme of road safety education, training and publicity. Recent projects include a Junior Citizenship scheme with over 1000 year 6 students using interactive learning, promotion of walking to school week and provision of roadside skills for all schools in the Borough. Our school travel plan programme will cover all schools of which about one third have an approved plan. The strategy seeks to support sustainable transport by pupils and staff to schools. Complementing this work is a comprehensive programme of on and off-street cycle training for all schools over the last three years which will be continuing into 2007/8 and beyond if funding can be secured.</p>
<p><b>Recommendation Twenty One</b> The Council should support the widespread introduction of 20mph zones and traffic calming in “Residential Areas” with the longer term aim of making all “Residential Areas” and “Mixed Priority Routes” 20mph zones in due course.</p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>The Council has a programme for putting in 20mph zones. We have put in a number of 20mph zones in recent years and are currently implementing schemes in Stroud Green, Northumberland Park and West Green areas. Our comprehensive programme, depending on funding from TfL, from 2007/8 would see 20mph zones for St Ann’s Road area, Finsbury Park, Cranley Gardens</p>

<p><i>Executive Decision: The Executive fully supports widespread traffic calming and 20mph zones in all residential areas. The Executive has reservations on the applicability of 20mph zones on "Mixed Priority Routes". The Executive will consider 20mph zones on such routes where there is clear evidence that they will make a contribution to road safety. A proposal on this type of road will be subject to consultation with Transport for London Buses and emergency services.</i></p>				<p>area, Tottenham Hale, Downhills Park area, Noel Park, White Hart Lane area and Crouch End. We have also completed home zones in Tower Gardens estate, Tottenham and in Linden Road, West Green. We have completed a 20mph scheme for Wood Green High Road.</p>
<p><b>Recommendation Twenty Two</b> The Council should develop precise and transparent criteria to use in considering further Controlled Parking Zones [CPZs]</p> <p><i>Executive Decision: Although the Executive has not developed formal criteria, in practice the Council will investigate further CPZs where there are clear demands by residents. In addition, for existing CPZs the Council will review</i></p>	<p>July 2006</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>The Council is planning additional CPZs to mitigate the impact of commuter and displaced parking in Fortis Green, Harringay station and Bounds Green/Bowes Park stations. Reviews of existing CPZ schemes in Green Lanes, Seven Sisters, Wood Green and Highgate are being carried out.</p>

<p>schemes where there is clear evidence of parking being displaced into adjoining areas.</p>				
<p><b>Recommendation Twenty Three</b> CPZs should have the minimum hours of operation that are necessary to meet the defined objectives of the zone</p> <p><i>Executive Decision: Agreed</i></p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>The hours of operation [as well as the geographic areas] for existing CPZs are being reviewed as detailed above. The operational hours for new or extended CPZs would be limited to support the objectives of the CPZ.</p>
<p><b>Recommendation Twenty Four</b> Revenue raised from the operation of CPZs should be earmarked and be used for enforcement of the scheme and for local transport improvements</p> <p><i>Executive Decision: Agreed</i></p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>Surpluses generated from CPZs are used to support transport initiatives in the Borough. Enforcement of the CPZs is funded through the Council's Parking Plan.</p>
<p><b>Recommendation Twenty Five</b> The Council maintain parking for business use in its town centres</p> <p><i>Executive Decision: Agreed</i></p>	<p>Ongoing</p>	<p>Director of Urban Environment</p>	<p>Yes</p>	<p>Parking for business use is provided in line with the needs of the town centres and other commercial areas. The Council seeks to ensure effective usage of its own off-street car parks. Investment has been undertaken in recent years for the Bury Road car park in Wood Green to encourage its use.</p>