

Report for:	Cabinet Member Signing 27 June 2014	Item number	
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Title:	Sustainable Transport Works Plan 2014/15
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Report authorised by :	Tracie Evans – Interim Chief Operating Officer
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Lead Officers:	Tony Kennedy, Group Manager, Sustainable Transport Malcolm Smith, Transport and Planning Policy
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Ward(s) affected:	Report for Key/Non Key Decision:
All	Key

1 Describe the issue under consideration

- 1.1 This report outlines the transport projects and programmes to be delivered in 2014/15. 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 2013/14. It also recommends approval to deliver scheme work through the LoHAC contract for a further two years.

2 Cabinet Member Introduction

- 2.1 We know that improving the quality of our streets through resurfacing, pavement and safety improvements and pothole repairs improves the quality of life for all residents – particularly children, disabled and older people. That is why the council is committed to an unprecedented investment of £25m over the next 4 years to significantly improve our roads and pavements. This investment will see improvements to all aspects of the local highway network including roads and pavements, street lighting and road safety with an emphasis on encouraging sustainable transport, particularly walking and cycling. The programme includes the major works scheme in Wood Green town centre together with a range of public realm improvements to assist the

regeneration of Tottenham. The programme will be delivered by the council's Traffic Management team, winners of the British Parking Association Team of the Year Award for 2014.

3 Recommendations

3.1 That the Cabinet Member approves:

- i) The Sustainable Transport Works Plan for 2014/15, subject to the final planned carriageway and footway maintenance programme being agreed by the Cabinet Member for Environment and the Assistant Director of Environmental Services and Community Safety, once local Ward Councillor consultation is completed.
- ii) Delivery of scheme work through the LoHAC framework agreement for a further two years.

4 Alternative options considered

4.1 The traffic, transport and planned maintenance schemes included in this year's Works Plan have been determined in line with previous Cabinet decisions on LIP funded priorities and on objective highway condition and use criteria. These factors have jointly determined the content of this year's Plan. Details of the selected schemes can be found in section 5 of the Plan with a summary in the Background section of this report.

5 Background information

5.1 The annual Sustainable Transport Works Plan outlines the programme of work and investment for 2014/15. It also includes the proposals for detailed scheme consultation on a scheme by scheme basis.

5.2 In 2014/15 the total proposed investment through the Sustainable Transport Works Plan is £13.6m. The council is providing £5.05m for investment in the borough's highways, structures and drainage. Funding from TfL via the LIP programme amounts to £3.361m (including Cycling Programme) with a further £3.170m TfL funding for our Major Schemes. Funding from developments (s106 and s278) will provide further investment of about £1.720m, this is however dependent on signing of agreements to release the funding. Further investment of £62k will be made through the GLA as part of regeneration in Tottenham for Phase 2 of the stadium development works and grant funding of £267k from the DfT to address carriageways following the recent storms and flooding (this will be allocated through the LIP process and included in the Principal Road budget).

5.3 Full details of all the proposed works, including a ward by ward breakdown, can be found in Appendix 1 to the attached Sustainable Transport Works Plan 2014/15. Individual ward highway maintenance proposals are currently subject

to Ward Councillor consultation and will be finalised by the Cabinet Member for Environment with the Assistant Director of Environmental Services and Community Safety once it is completed.

Summary of 2014/15 schemes

5.4 In 2014/15 the Council will be delivering a £13.6m investment programme in the borough's highway and transport infrastructure. A summary of the main investment areas is given 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** – implementation commenced in April 2014 for a projected period of twelve months and will deliver a range of public realm improvements to enhance and improve the look and visitor experience of Wood Green Town Centre to confirm and protect its status as a Metropolitan Town Centre.
- **Green Lanes – Alfoxton Avenue /Green Lanes junction and surrounding area** – with funding of £1.55m over three years (£150k in 2014/15) we will commission a redesign of the junction to improve accessibility and safety for all road users and to deliver public realm improvements to the surrounding area. This will complete the current package of measures to improve the Green Lanes Corridor.
- **Tottenham High Road** – a budget of £293k has been secured to improve cycling, road safety, pedestrian amenity and urban public realm. This complements TfL's plans for Bruce Grove and Tottenham Gyratory and the Mayoral regeneration funded project for Tottenham High Road being led by the Council.
- **Community Streets** – using our acclaimed community streets approach to engaging neighbourhoods, over the next three years we will delivery schemes in the Tottenham Hale, Tottenham Green and Hornsey Park neighbourhoods. In 2014/15 we will commence engagement with communities and other stakeholders to identify priorities and issues for further development and implementation. We will also deliver quick wins in 2014/15 such as de-cluttering and minor accessibility improvements. The main emphasis of this programme is to improve facilities to promote sustainable travel modes such as walking and cycling.
- **20mph speed limit / zones** – priority will be given to residential roads and town centres. Traffic calming initiatives will be considered at locations where speed may remain high to address perceptions of safety. Cabinet will also consider a report on the outcome of the consultation undertaken on a borough-wide 20mph limit on 15 July 2014.
- **Planned Carriageway / Footway Maintenance** – the council is investing £4.5m in 2014/15 to improve the condition of its roads and footways.



Around £2.4m will be used to deliver carriageway resurfacing with £1.9m used to improve footways.

Paving slabs will be used as the standard material for maintaining footways. We will however still use tarmac to maintain footways where this material is considered appropriate to address tree roots, footway parking and surface water issues.

A further £200k will be used to address surface water issues. This investment will be focused on locations identified as priorities through condition surveys, NAT inspections, engineer's assessments and usage. With investment of £25m in the borough's highway network over the next 4 years it is predicted that the total maintenance need will be reduced as shown in the table below.

	MAINTENANCE NEED			
Roads Classification	2014/15	2015/16	2016/17	2017/18
Classified Roads	15.5%	13.5%	12.0%	12.0%
Unclassified Roads	18.7%	17.5%	16.5%	15.8%
Footways	60.9%	59.1%	57.0%	54.4%

- **Network Management Team** - our highway works plan is co-ordinated with utility company works by means of quarterly co-ordination meetings with all works promoters where works programmes are shared and discussed. This enables the identification of conflicts and synergies to minimise newly laid surfaces being excavated for utility works or allow for our resurfacing programmes to be altered appropriately.

The Network Management Team will also issue to utility companies what is known as section 58 notifications of highway works, which enables newly laid surfaces to be protected from certain utility works for a period of up to five years. There is a caveat to this however as we cannot prevent new supplies being provided to customers nor repairs to failed pipes or cables where considered emergency works.

- **Pothole repair** – in 2013/14 we trialled a reduction in the threshold of intervention levels for pothole repairs. This reduced threshold from 60mm and 50mm to 30mm and 25mm respectively. This enabled reactive action to be delivered earlier and had a significant impact on the condition and appearance of carriageways. Provision has been made in the 2014/15 budget for the intervention levels to remain at the reduced level. While a reduction in intervention level will benefit all road users, it will be particularly beneficial for cyclists as potholes can be a specific hazard for them.
- **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 the replacement of our concrete columns stock. We will also seek to build on the successful cast iron column refurbishment pilot scheme undertaken in 2014/15. Both types of column are considered past their life expectancy and in need of maintenance or replacement. This will take place along full lengths of road to ensure consistency in lighting conditions. We will however provide a small budget to consider locations where existing lighting conditions are considered poor and can be addressed through the provision of an additional column. This work will be delivered on a needs basis and within the budget allocation. LED is now our standard lighting mechanism to provide energy efficient low maintenance lighting and we will be examining options in 2014/15 to accelerate the use of this lighting source.

- **Cycling and Walking Schemes** – proposals from the cycling and walking study will be used to develop this programme along with locations identified by Haringey Cycling Campaign as priorities. The schemes will focus on the borough's main town centres, key transport interchanges and improving cycling on the Borough's main roads. We will assist TfL with the introduction of Cycle Super Highway 1 along and beside the Tottenham High Road Corridor and increase motorists' awareness through "Safer Lorries and Vans" and "Safer Urban Driving" courses.
- **Local Safety Schemes** – we will continue to identify and address locations with personal injury accidents, prioritising those with pedestrian and cycling related collisions. We will commission a study into the borough's accidents over the past three years to identify trends and clusters with the outcomes shaping future Road Safety and Smarter Travel programmes. A small budget will be allocated to providing minor reactive measures identified during the year.
- **Flood Water Management** – A budget of £200k will be used to deal with flood incidents within the borough under its role as a Lead Local Flood Authority. The benefit of this capital investment will be to prevent on-going flood incidents from affecting private property and the public highway in the borough. This work also includes managing our cyclical gully cleansing programme and working with our partners on a number of collaborative projects including Green Streets.
- **Smarter Travel** – we will continue to build upon the success of this programme to deliver low carbon and active travel behaviour change initiatives, continuation of Smarter Travel road show events, expansion of personalised travel planning and sustainable driver training projects, road safety and cycling related school and workplace travel planning initiatives.
- **Highways and Planning Agreements** – 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.

2013/14 Performance and Achievements

- 5.6 In this section we set out the main achievements of the Traffic Management Service in the delivery of the 2013/14 Sustainable Transport Works Plan.
- 5.7 The Traffic Management Service received national recognition at the 2014 British Parking Awards for the successful integration of all services involved in managing the borough road network. The seamless approach to managing the borough road network was considered an example of best practice and an operating model that other boroughs should consider adopting.

The service delivery achievements in 2013/14 included:

- **Smarter Travel programme** - we delivered a range of diverse and innovative projects in 2013/14 including the Finsbury Park Festival of Cycling, which was a tri-borough event with Islington and Hackney and marked the start of Bike Week 2013. During the year we were successful in securing additional funding to provide cycle training above our normal programme to 60 individuals and 400 more pupils. We worked on the first year of an EU funded Personalised Travel Planning project being delivered in five cities across Europe.
- **Green Lanes Corridor** - we have substantially completed this ambitious urban realm improvement scheme with a value of £1.3m. The scheme will bring significant improvement to the Green Lanes Haringay corridor and surrounding streets and public spaces and is due for completion in September 2014.
- **Gardens Roads Community Street scheme** - working in partnership with the community over the past three years from inception to implementation we have successfully delivered road safety and public realm improvements to the Gardens Roads neighbourhood. This is the first neighbourhood in the borough to trial secure on street cycle parking facilities where residents manage the facility. We have also used materials and trees in an innovative way to provide a distinctive look to junctions providing benefits to pedestrians and cyclists. We have provided funding for residents to purchase plants to green the area and commit to maintain the planters.
- **Trial refurbishment of cast iron lighting columns** - we successfully refurbished cast iron columns in three roads in the borough. Structural testing of the columns was carried out to confirm their integrity before the removal of flaking and old paint. New necks and lanterns were installed with LED lighting. The finish has been praised by residents and ensures we maintain part of the boroughs historic heritage whilst complying with EU regulations.

- **Major Schemes** - Wood Green Town Centre has been identified to receive major scheme investment with a value in excess of £4.5 million. In 2013/14 the scheme received design and funding approval through TfL's "gateway" approval process. We have also completed public consultation and detailed design and are now in a position to undertake construction in 2014/15. The scheme will transform the look and feel of Wood Green Town Centre and support its status as a Metropolitan Town Centre.
- **Biking Borough** - we have arranged for all council staff that use a vehicle in their day to day duties to receive Safe Urban Driving training. In partnership with Public Health we set up Cycling on Prescription whereby patients with GP referrals can receive cycle training and participate in bike rides as part of their recovery process. We have set up the Volunteer Rangers website encouraging the public to identify physical barriers to cycling i.e. carriageway condition, accessibility etc. Working closely with Haringey Cycling Campaign we have delivered a wide range of supporting infrastructure improvements.
- **Bus Stop Accessibility** – we have successfully trialled and now made permanent a bus stop on Muswell Hill roundabout. This has improved accessibility for the W3 and also provided urban realm improvements in the area. We have also made an additional eleven bus stops around the borough DDA compliant, increasing our overall percentage of compliant bus stops and placing us in the top London quartile for this facility.
- **Flood Water Management** – flooding incidents throughout the borough have become an increasing issue in recent years with the high volume of precipitation. Measures implemented include the installation of new gullies or other drainage infrastructure, reprofiling roads or footways to ensure that rainfall falls into gullies and localised ponding is reduced.
- **Planned Carriageway Maintenance** - we successfully delivered a £6m investment programme in our carriageways and footways. This is the biggest yearly maintenance investment we have ever delivered.
- **Northumberland Park Improvements** – we have provided urban realm and junction improvements at Northumberland Park / High Road, N17 to assist with the regeneration plans and enable a major supermarket store to open.

5.8 A location plan showing our 2013/14 Sustainable Transport Programme schemes is in Appendix C

6 Comments of the Chief Financial Officer and Financial Implications

6.1 The Sustainable Transport Works Programme is funded from three main sources as follows:

- **Transport for London** - This funding is targeted to meet the policies and objectives set out in our Local Implementation Plan (LIP) with the priorities influenced by the Mayor’s Transport Strategy. TfL also provide opportunity for boroughs to bid for additional funding outside the LIP. This is usually targeted at specific issues such as cycling, bus accessibility improvements and staff training, with bids submitted during the year as and when funding becomes available.
- **Council Investment** – This funding is largely utilised for maintaining the borough’s roads, footways and street lighting stock. Funding for structures, drainage and road safety is also allocated based on need and priority.
- **Other** - This funding is principally third party developer funding or grant funding. It is provided through agreement with the third party and can only be used for the purpose specified in the agreement.

6.2 The currently approved sustainable transport investment programme for 2014/15 is funded as follows:

Funding	Programme	£m
External Investment	TfL Grant [LIP and other TfL funding]	£3.361
	TfL Wood Green Major Scheme [LIP]	£3.170
	Tottenham regeneration (NDP Phase 2)	£0.062
	DfT additional wet weather maintenance grant	£0.267
	Section 106/278/developer agreement	£1.720
	Sub -total external investment	£8.580m
Council Investment	Planned carriageway maintenance works budget (including flood management)	4.500
	Street Lighting	0.400
	Road Safety and Structures	0.150
	Sub –total council investment	£5.050m
TOTAL		£13.630m

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

6.4 The Council-funded element is included within the Capital Programme that was agreed by Cabinet and Full Council as part of the 14/15-16/17 MTFP process in February and March 2014.

7. Assistant Director of Corporate Governance Comments and legal implications

- 7.1 The Assistant Director of Corporate Governance has been consulted on the contents of this report and comments as follows.
- 7.2 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.
- 7.3 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

- 9.1 This report is seeking Cabinet approval to award scheme works over a 2 year period to Ringway Jacobs under the LoHAC framework (see 11.5).
- 9.2 When originally awarded in July 2013 the LoHAC contract was deemed to offer the best value for the council, with the potential for additional economies of scale savings if more boroughs join the framework at the sub-regional level.
- 9.3 One neighbouring borough is already using the contract for elements of its highways works and another is due to fully transfer to LoHAC in November. While these both should have a positive bearing on the value the council receives from the contract, the Head of Procurement recommends that an exercise is undertaken jointly with the service and TfL during the current financial year to check that the originally envisaged contract benefits are being achieved and that the council is receiving value for money when compared with other options.

10. Policy Implications

- 10.1 The delivery of the Sustainable Transport Works Plan will specifically assist support the council's cleaner, greener environment and safer streets, and

regeneration Corporate Plan priorities and make the borough's roads safer for pedestrians and cyclists.

10.2 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. Reasons for Decision

11.1 The traffic, transport and planned maintenance schemes included in this year's Works Plan have been determined in line with previous Cabinet decisions on LIP funded priorities and on objective highway condition and use criteria.

11.2 As there is insufficient funding to meet all identified maintenance needs the council considers a range of factors to decide priorities. These include condition, use and frontage activity and details of the process can be found on the council website at <http://haringey.roadworks.org>. This process has been followed in determining the footway and carriageway maintenance priorities included in the Sustainable Transport Works Plan 2014/15.

11.3 The 20 year Local Implementation Plan (LIP) was subject to extensive public consultation in 2010 with feedback strongly influencing the development of the LIP objectives, approved by Cabinet in December 2010. The overall approach to prioritising transport investment in corridors and neighbourhoods was agreed by Cabinet in September 2009 in its consideration of the LIP funding submission for 2010/11. This approach has determined the schemes included in this year's Works Plan.

11.4 The LIP is to be found on the council's website and includes maps of the corridors and neighbourhoods as well as LIP funding prioritisation criteria <http://www.haringey.gov.uk/haringeysfinallip.pdf>. The prioritisation criteria, although updated to use the latest available data, will not change for each 3 year delivery plan and will be used to identify the neighbourhoods and corridors for funding. Once the Neighbourhoods and Corridors are identified we will then engage with the chosen neighbourhoods at the earliest opportunity to develop proposals to address transport and traffic related issues. 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.

London Highways Alliance Contract (LoHAC)

11.5 Haringey signed up to the London Highways Alliance Contract (LoHAC) framework contract in July 2013. This is a TfL framework agreement and allows the borough to draw down contractor services for the delivery of our planned, reactive, cyclical and scheme work. The contract itself offers economies of scale of operation which are reflected in the contract rates, with additional

savings available if and when other boroughs join and the total volume of work through the contract increases.

- 11.6 The contractor for North East London is Ringway Jacobs. Cabinet approval was given in July 2013 for scheme work to be delivered initially for one year through the framework. Maintenance and cyclical work were approved for two and three years respectively, as the nature of this type of work requires greater contractor investment to make it feasible.
- 11.7 The council's 2013/14 Sustainable Transport Works Plan was successfully delivered through the LoHAC contract, although this had to be achieved over a 9 month period between July 2013 and March 2014 following contract award. As well as seeking agreement to the 2014/15 programme, approval is also sought for scheme work to be delivered through this framework for a further two years. The performance of the contract will continue to be monitored during 2014/15.

12. Use of Appendices

- 12.1 Appendix A – Sustainable Transport Works Plan 2014/15.
- 12.2 Appendix B – Plan of 2014/15 Sustainable Transport Programme.
- 12.3 Appendix C – Plan of 2013/14 Sustainable Transport Programme.

13 Local Government (Access to Information) Act 1985

- 13.1 Highways Asset Management Plan
- 13.2 Final Local Implementation Plan October 2011
- 13.3 LIP funding allocation letter from TfL, 13 December 2013
- 13.4 Cabinet Report, Annual Spending Submission for 2014/15, 10 September 2013
- 13.5 Cabinet Member briefing informing of TfL funding error.

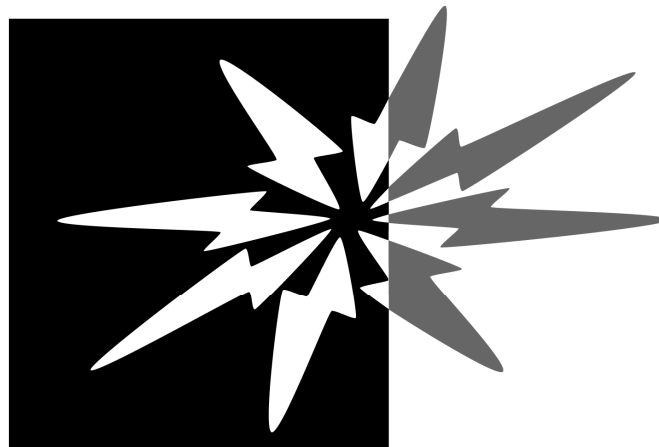
14. Web links to schemes

- www.haringey.gov.uk/smartertravel
- www.haringey.gov.uk/majorschemes
- <http://haringey.roadworks.org>
- <http://www.haringey.gov.uk/haringeysfinalip.pdf>

APPENDIX A

LONDON BOROUGH OF HARINGEY

SUSTAINABLE TRANSPORT WORKS PLAN 2014-15



Haringey Council

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Introduction

- 1.1 This document sets out Haringey's Sustainable Transport Works Plan for 2014/15, giving the list of highway and transport schemes that will be carried out on the Borough's roads in 2014/15 as well as those proposed for 2015/16 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 2014/15. 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 what were previously separate allocations for 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 2014/15 and has approved our 2014-17 Delivery Plan providing provisional confirmation of yearly funding allocations between 2014-17.

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 TfL 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.

3.3 As part of preparing the next 3 year LIP Delivery Plan for the period 2014-17, the council was required by TfL to review its interim targets for the mandatory indicators and update these for 2016/17. These are shown in the tables below.

Core Target	Performance				LIP target		
	2007/8 – 2009/10 %	2008/9 – 2010/11 %	2009/10– 2011/12 %	2010/11- 2012/13 %	2013/14 %	2016/17 %	2030/31 %
Walking mode share	34	35	38	38	32	35	39
Cycling mode share	2	1	2	2	3	3	5 [2026]

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		
	2009/10	2010/11	2011/12	2012/13	2013/14	2016/17	2030/31
Bus service reliability [Excess wait time-mins]	1.0	1.0	1.0	1.0	1.2	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

TfL has changed the methodology for assessing the condition of principal roads and the latest data is not consistent with the measure above or with our agreed LIP targets. The data for 2011/12 is shown below. There is no update available for 2012/13 yet.

Core Target	Performance 2011/12 (%)
Highway asset condition [the percentage of principal road network length in poor overall condition and requires maintenance based on Detailed Visual Inspection [DVI] survey data]	26.7

Core Target	Performance				LIP target		
	2007/9	2008/10	2009/11	2010/12	2013/14	2016/17	2020
Road user casualties: KSI	85	86	85	88	80	66	60
Road user casualties: total casualties	820	886	858	930	675	647	338*

*target relates to 2031

The Mayor has set a target of 40% reduction in KSI casualties by 2020 using the baseline of 2005-9 rather than 2004-8 which was used in our initial LIP target. The interim target for 2016/17 has been set using the revised baseline and sets a very challenging target requiring a significant drop in KSI over the next three years to reach the 40% reduction by 2020. There is no Mayoral target relating to slight or total casualties. The level of KSI has risen in recent years which will reduce performance for 2011/13. We have commissioned a study into the boroughs accidents to identify trends and cluster that will be prioritised in future years.

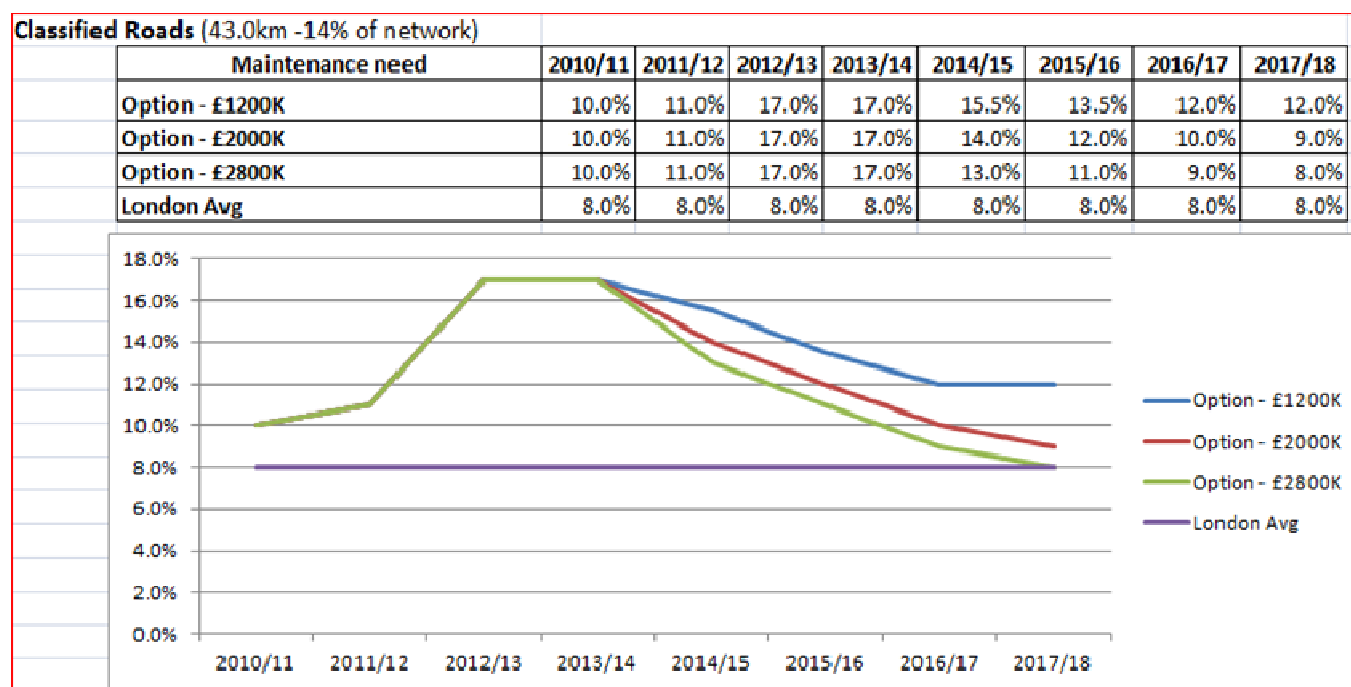
Core Target	Performance				LIP target		
	2008	2009	2010	2012	2013/14	2016/17	2020
CO2 emissions from ground based transport [kilotonnes]	164	149	154	141	138	108	90

Haringey's CO2 emission targets and figures are provided by TfL from the GLA's London Energy and Greenhouse Inventory (LEGGI) until 2010. Data for 2012 uses GLA's London Atmospheric Emissions Inventory [LAEI] which is not directly comparable with LEGGI data. There is a considerable lag between the data year and reporting year. However, it is likely we will meet our target to reduce CO2 emissions by 2013/14.

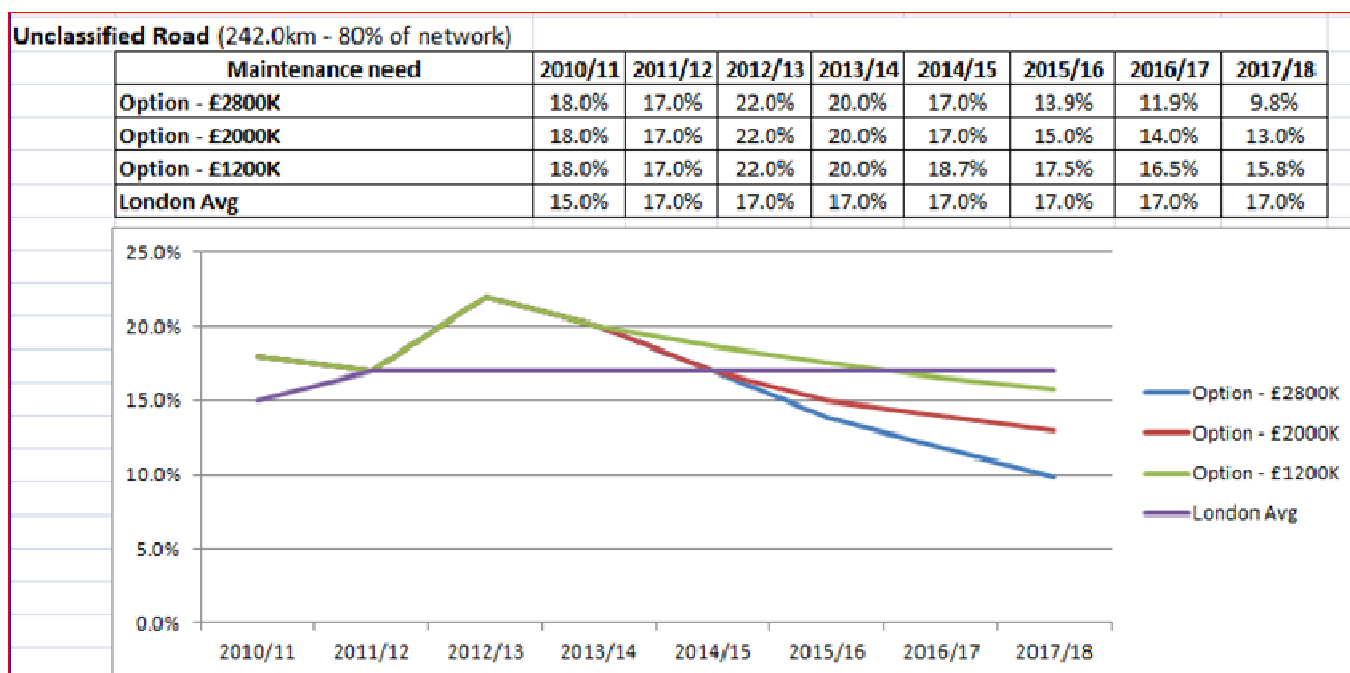
Council Policy and Performance

- 3.4 The delivery of the Sustainable Transport Works Plan will specifically support the council's cleaner, greener environment and safer streets, and regeneration Corporate Plan priorities.
- 3.5 The current condition of the Borough's roads reflects the London average. On classified roads (B and C roads) the current condition is that 17% of these roads need maintenance, on unclassified roads (side roads) it is 20%. With regards to our footways our latest survey shows that 62% require maintenance.
- 3.6 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 £4.3m for 2014/15 will improve current conditions as shown in the investment/condition tables below. A continuation of the reduced intervention levels for potholes of 30mm and 25mm will also assist in improving carriageway condition.
- 3.7 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.

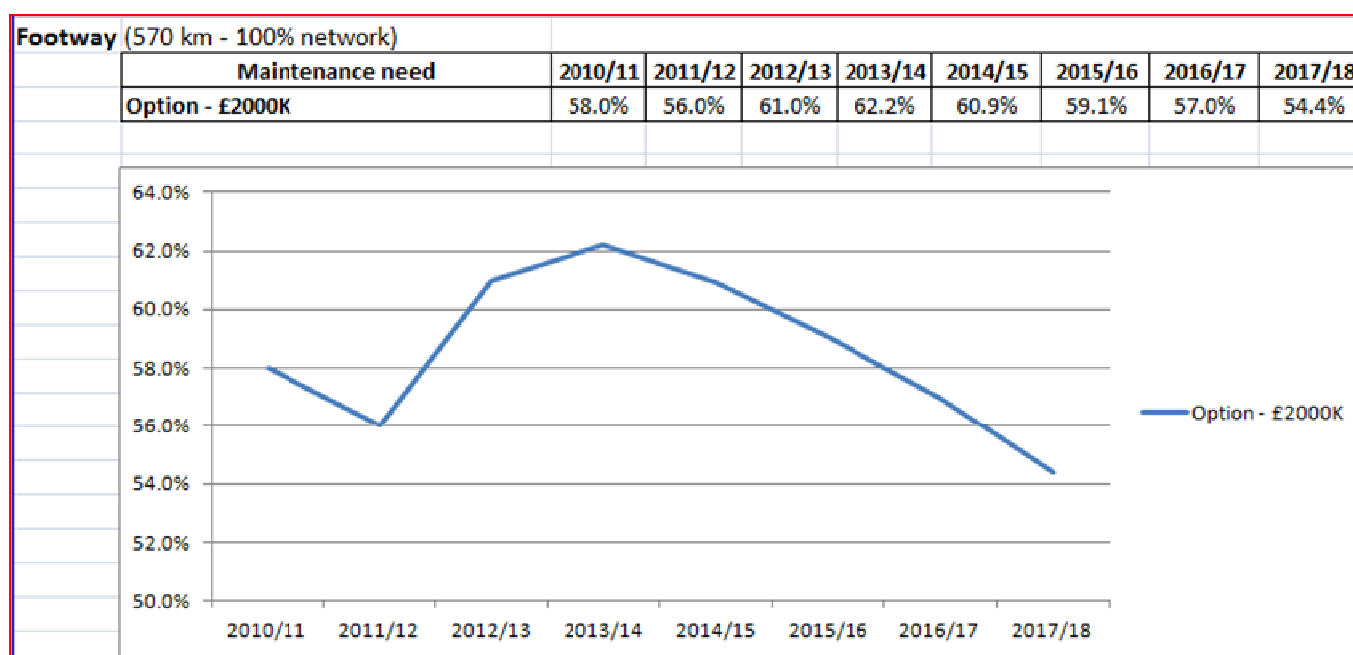
Classified Road Carriageways: Investment impact on maintenance need (%)



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



Footways: Investment impact on maintenance need (%)



3.8 Footway improvements will be carried out using paving slabs where possible. We will however still use tarmac to maintain footways where this material is considered appropriate to address tree roots, footway parking/overrun and surface water issues. Paving materials in town centres or conservation areas will be replaced by comparable paving.



- 3.9 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 whenever possible.

Consultation

- 4.1 The various traffic 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 at least one week in advance of work 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 Plan and any that require it with 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 Signage 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.
- 4.5 **Network Management Team** - our highway works plan is co-ordinated with utility company works by means of quarterly co-ordination meetings with all promoters where programmes are shared and discussed. This enables the identification of conflicts and synergies to minimise newly laid surfaces being excavated for utility works or allow for our resurfacing programmes to be altered appropriately.

The Network Management Team will also issue to utility companies what is known as section 58 notifications of highway works, which enables newly laid surfaces to be protected from certain utility works for a period of up to five years. There is a caveat to this however as we cannot prevent new supplies being provided to customers nor repairs to failed pipes or cables where considered emergency works.

Details of Schemes

5.1 The capital allocation for 2014/15 has been financed by the following funding streams:

TfL's Local Implementation Plan Funding (LIP) and other TfL funding	£3.361m
Wood Green major scheme (TfL)	£3.170m
The council's capital investment	£5.050m
DfT Grant for carriageway maintenance	£0.267m
Tottenham regeneration fund (GLA)	£0.062m
Schemes funded from other funding sources (THIRD PARTY)	£1.720m

5.2 The following section reports will set out, in turn, the details of 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 (Corridors) 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.

5.4 LIP funding of £1,550,000 has been allocated to the Alfoxton Avenue/Green Lanes junction area over the next three years (£150k in 2014/15) to develop and deliver traffic signal improvements and significant change to the street scene in the local area. Funding is also provided to improve Tottenham High Road and complement TfL Mayoral investment. Although outside this works plan, the council has commenced work on feasibility designs with TfL for Cycle Super Highway 1 (Tottenham-City) presently scheduled to complete in December 2015.

5.5 We will deliver speed reduction initiatives to residential roads and town centres, targeting locations for engineered measures where the perception of speed or actual speed raises safety concerns. Both 20mph limits and zones will be considered.

Table 1: Main Roads and Neighbourhoods

Road Name	Ward	Allocation 2014/15 (£k)
Green Lanes - Alfoxton Avenue junction and surrounds	Harringay, West Green, St Ann's	150
Tottenham High Road	Northumberland Park	293
20mph speed limit / zones	Borough-wide	273
Total		716

Borough Roads

- 5.6 A total of £4.3m council capital is available for resurfacing borough carriageways and footways in 2014/15. A further £200k 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 Officer inspections, engineer assessments and usage. Carriageway resurfacing will bring benefits to all road users including cyclists, while footway resurfacing will benefit pedestrians and encourage walking as a sustainable mode of transport. Ward Councillors are being consulted on the proposed highway maintenance schemes for 2014/15 and the final schedule of works will be agreed by the Cabinet Member for the Environment and the Assistant Director for Environmental Services and Community Safety.
- 5.7 The council investment will provide around £2.4m to deliver carriageway resurfacing with £1.9m for footway improvements. A further £200k will be used to address surface water ponding.
- 5.8 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	Allocation 2014/15 (£k)
<i>Council funded</i>	
Footway relaying	1,900
Classified and Unclassified roads resurfacing	2,400
Sub total	4,300
<i>TfL LIP funded (inc £267k deterioration grant)</i>	
Principal Road reconstruction	833
Sub total	833
Total	5,133

Principal, Classified and Unclassified Roads Resurfacing

- 5.9 Principal Road reconstruction: Funding for this is provided by TfL and £150k of the allocation is required to complete our agreed contribution to TfL for delivery of the Tottenham Gyratory works. There is a LIP target relating to the standard of the principal road network. Funding allocations in recent years and our requirement to contribute to the Tottenham Gyratory means we have not been able to improve condition along this network. It is vital that increased investment is considered for this network as it is the main routes through the borough carrying the highest volumes of traffic and pedestrians. In April



2014 the DfT allocated an additional £267k to address deterioration due to storm and flood damage. This has been allocated via the LIP through the Principal Road budget.

Table 3: Principal Roads (LIP funded)

Road Name	Ward	Allocation 2014/15 (£k)
Green Lanes	Harringay / St Ann's	565
Muswell Hill Broadway	Fortis Green	118
Contribution to Gyrotory works	Tottenham Hale	150
Total		833

5.10 Classified and Unclassified Roads: The council investment of £2.3m for 2014/15 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. Revenue budgets will be used to deliver patching at locations where full resurfacing is not required but the work is greater than 5m² and not therefore considered to be reactive maintenance. This work will be planned on a needs basis. See tables 4 and 5 for the list of roads within our Planned Resurfacing programme.

Table 4: Resurfacing Programme 2014/15 - Classified Non-principal roads

Road Name	Ward	Estimated Cost (£)
Alexandra Park Road, N10	Alexandra	45,000
Colney Hatch Lane, N10	Fortis Green	425,000
Ferne Park Rd, N8	Crouch End	76,000
Hermitage Road, N4	Seven Sisters	50,000
Lansdowne Road, N17	Tottenham Hale	45,000
Leeside Road, N17	Northumberland Park	45,000
Muswell Hill Road, N6	Highgate	35,000
Park Avenue, N22	Woodside	30,000
Rokesly Avenue, N8	Hornsey	28,000
White Hart Lane, N22	Woodside	288,000
Wightman Road, N8	Harringay	53,500
Wolves Lane, N22	Woodside	30,000
Total		1,150,500

Table 5: Resurfacing Programme 2014/15 - Unclassified roads



Road Name	Ward	Estimated Cost (£)
Alexandra Park Rd, N22	Alexandra	70,000
Barkham Road, N17	White Hart Lane	20,000
Bourne Road, N8	Crouch End	21,000
Claremont Road, N6 & Stanhope Gardens, N6	Crouch End	80,000
Dongola Road, N17	Bruce Grove	55,000
Eade Road, N15	Seven Sisters	40,000
Elmfield Road, N8	Hornsey	39,000
Etheldene Avenue, N10	Muswell Hill	38,000
Grange Road, N17	Northumberland Park	36,000
Haringey Park, N8	Crouch End	85,000
Langdon Park Rd, N6	Highgate	30,000
Lealand Road, N15	Seven Sisters	28,000
Lyttleton Road, N8	Noel Park	19,000
Milton Avenue, N6	Highgate	35,000
Milton Road, N6	Highgate	21,000
Mt Pleasant Crescent, N4	Stroud Green	85,000
Nelson Road, N8	Stroud Green	35,000
Newton Road, N15	Tottenham Green	25,000
Overbury Road, N15	Seven Sisters	30,000
Rivulet Road, N17	White Hart Lane	30,000
Selby Road, N17	White Hart Lane	28,000
Seymour Road, N8	Harringay	44,000
Springfield Avenue, 10	Muswell Hill	34,000
St James Lane, N10	Fortis Green	40,000
Templeton Road, N15	Seven Sisters	30,000
Tewkesbury Rd/Netherton Rd N15	Seven Sisters	20,000
The Avenue, N17	Bruce Grove	90,000
Twyford Avenue, N10	Fortis Green	32,000
View Road, N6	Highgate	47,000
West Road, N17	Northumberland Park	45,000
Total		1,232,000

5.11 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 62% of the boroughs footways require attention. This investment also contributes to improving the walking environment. It is therefore proposed to allocate £2m of the council investment to deal with those footways in need of urgent repairs. Maintenance will be through the use of slabs where viable, although consideration will be given to black top should this be considered appropriate. The programme has been prioritised through condition and usage.

Table 6: Footway Relay Programme 2014/15

Road Name	Ward	Estimated Cost (£)
Acacia Avenue, N17	White Hart Lane	41,000
Arcadian Gardens, N22	Woodside	66,000
Broadwater Road, N17	Bruce Grove	48,000
Burgoyne Road, N4	Harringay	29,000
Canning Crescent, N22	Woodside	50,000
Coombe Road, N22	Woodside	38,000
Coppetts Road, N10	Fortis Green	61,000
Cranley Gardens, N10	Muswell Hill	63,000
Craven Park Road, N15	Seven Sisters	60,000
Crouch End Hill, N6	Crouch End	61,000
Eade Road, N15	Seven Sisters	45,000
Fairfax Road, N8	Harringay	63,000
Fryatt Road, N17	White Hart Lane	52,000
Gladesmore Road, N15	Seven Sisters	45,000
Haringey Park, N8	Crouch End	34,000
Lockmead Road, N15	Seven Sisters	35,000
Lordship Lane, N17	White Hart Lane	35,000
Manor Road, N17	Northumberland Park	62,000
Marshall Road, N17	White Hart Lane	37,000
Mayfield Road, N8	Stroud Green	40,000
Morrison Avenue, N17	Bruce Grove	47,000
Ossian Road, N4	Stroud Green	43,000



Road Name	Ward	Estimated Cost (£)
Park Lane, N17	Northumberland Park	35,000
Rathcoole Gardens, N8	Hornsey	38,260
Richmond Road, N15	Seven Sisters	47,000
Ridge Road, N8	Stroud Green	150,000
Rivulet Road, N17	White Hart Lane	50,000
Shepherds Hill, N6	Crouch End	67,000
Summerland Gardens N10	Muswell Hill	11,000
The Avenue, N17	Bruce Grove	60,000
Trinity Road, N22	Bounds Green	41,000
Truro Road, N22	Bounds Green	60,000
Warham Road, N4	Harringay	55,000
Waverley Road, N8	Crouch End	38,000
Willoughby Lane, N17	Northumberland Park	150,000
Wolves Lane N22	Woodside	59,000
Total		1,916,260

Bridges/Structures/Drainage

- 5.12 Our allocation for bridge strengthening and assessment for 2014/15 is £399k and is provided by TfL through the LIP. Investment for structures and drainage priorities is provided through council capital funding. In 2014/15 we have identified £200k for drainage works to address existing surface water flooding issues in the borough. This will come from our Borough Road Maintenance budget of £4.5m. A further £100k council capital is available for the maintenance of structures.
- 5.13 The drainage budget will be used to alleviate flood risk and flood hazards in the borough. The outcome will be a reduction in the number of locations in the borough where there are repeat incidents of flooding after heavy or persistent rainfall. Improvements for the future resilience of the network are vital to maintain public satisfaction and to ensure that the borough remains a safe and attractive place for people to live and work.
- 5.14 In addition to the above, we will also make an allocation of the borough's revenue fund to undertake reactive drainage works, including addressing member and resident complaints and implementing remedial measures identified as part of our Cyclical Gully Cleansing Programme. We have a Levy fund of £211k to continue the implementation of our statutory duties and responsibilities. A total of £90k of this fund will be utilised for physical works to reduce flood risk in the Borough. The Green Streets partnership project has the potential



to bring up to £1m of funding into the Borough and we have Environment Agency revenue funding of £100k for a flood alleviation study of Larkspur Close and a structural survey of the Moselle Brook culvert.

Table 7: Bridges/Structures/Drainage Investment for 2014/15

Bridges	Ward	Allocation 2014/15 (£k)
Belmont Road (Assessment)	West Green	12,000
North Hill Retaining Wall (Assessment)	Highgate	10,000
Station Road over New River Bridge (Strengthening)	Noel Park / Woodside	150,000
Hornsey Lane (detailed design)	Highgate	7,000
Wightman Road Bridge (Strengthening)	Harringay	220,000
Structures	Ward	Allocation 2014/15 (£k)
Watermead Way Expansion joints	Tottenham Hale	25,000
Leeside Road Expansion joints	Northumberland Park	45,000
Southwood Lane Church yard wall	Highgate	30,000
Drainage	Ward	Estimated cost (£k)
Queens Avenue N10	Muswell Hill	25,000
Markfield Road N15	Tottenham Green	50,000
Coldfall Wood	Fortis Green	30,000
Coolhurst Road N8	Crouch End	30,000
Turnpike Lane (j/w Willoughby Road)	Harringay	32,500
Green Streets	Hornsey	32,500
Total		£699,000

Street lighting

5.15 There are approximately 17,000 lamp columns on the public highway of which 4,600 [27%] are in need of replacement or refurbishment. These columns are mainly of concrete construction in the east of the borough and cast iron construction in the west. Investment will be made in both of these areas to improve our lighting stock and bring it in line with EU regulations. We will seek to build on the successful cast iron column refurbishment pilot scheme undertaken in 2013/14 and refurbish cast iron columns where the power supply is contained in the base of the column. We will also provide a small budget to consider locations where existing lighting conditions are considered poor and can be addressed through the provision of an additional column. LED is now our standard lighting mechanism to provide energy efficient low maintenance lighting and we will be examining options in 2014/15 to accelerate the use of this lighting source

Table 8: Street lighting renewal areas 2014/15

Road Name	Ward	Allocation 2014/15 (£k)
Concrete column replacement – Rowley Road, Ritches Road, Cranley Road, Conway Road, Woodlands Park Road, N15	St Ann's	114
Concrete column replacement – Linley Road, Wimbourne Road, Whitley Road, N17	Bruce Grove	42
Concrete column replacement – Malvern Road, Kimberley Road, Mafeking Road, Ladysmith Road, Mitchley Road, N15	Tottenham Hale	64
Cast iron refurbishment – roads to be confirmed	Stroud Green	70
Cast iron refurbishment – roads to be confirmed	Crouch End	70
Localised improvements	Borough wide	40
Total		400

Road Safety

- 5.16 LIP funding for road safety in 2014/15 is £300,000, with a further £50k council capital. This will be used to deliver remedial measures at identified accident hot spots, with priority given to pedestrian and cyclist accidents.
- 5.17 A budget of £20,000 has been allocated to engage consultants to deliver a detailed study of the boroughs Personal Injury Accidents (PIA) over the past three years to identify clusters and trends. The study will inform part of this programme and future programmes within the 2014-17 Delivery Plan. It will also identify priorities for soft measures such as education and training.
- 5.18 A budget of £30,000 will be used for reactive road safety identified during the year for low cost interventions such as signage, road markings.
- 5.19 A budget of £30,000 will be used to model the junctions of Alexandra Park Road and Pages Lane with Colney Hatch Lane to identify pedestrian and cyclist safety improvements. Recommendations from the study will be subject to future years' funding consideration.

Table 9: Road Accident Reduction Improvement List for 2014/15



Scheme Name / Location	Ward(s)	Allocation 2014/15 (£k)
Schemes identified through road safety study	Borough wide	120
West Green Road - High Road, N17 to Belmont Road	Tottenham Green / West Green	150
Study of Alexandra Park Road / Colney Hatch Lane junction	Alexandra / Fortis Green	30
Reactive safety interventions	Borough wide	30
Road Safety study	Borough wide	20
Total		350

Cycling schemes

5.20 There have been three recent studies relating to cycling or walking affecting Haringey:

- The North London Cycling Strategy covering the boroughs of Haringey, Enfield, Waltham Forest and Barnet identified a range of measures to encourage cycling. This included identifying a network of Quiet Ways cycle routes, identify gaps in existing cycle routes, improve cycling at the most challenging junctions, improve permeability for cycling and support behavioural change measures.
- Haringey Cycle LOOP. Haringey Cycling Campaign has developed a proposal for a "Haringey Cycle Loop". The aim of the Loop is to encourage people to try cycling in the relatively safe environment of off road routes and on quieter roads in the borough. Consultants have been commissioned to develop the proposals and we will seek to commence delivery of the Loop in 2014/15.
- Haringey Cycling and Walking Study: Consultants carried out an audit of the borough's A and B roads (except TfL roads) against the London Cycling Campaign's Go Dutch principles, identified gaps in the current Haringey cycle route network and developed initial proposals to address these gaps. They also identified a network of Quiet Ways as per the Mayor's Vision for Cycling, carried out a walking audit of the borough's town centres and key interchanges. The outputs from the consultant's report form the basis of our cycling investment programme.

5.21 We will also be promoting cycling through a substantial cycle training programme and continuing our investment in cycle parking in the borough as well as delivering cycling initiatives such as "Dr Bike" and cycle security through our Smarter Travel programme. Awareness training for lorry and van drivers will also be delivered.

5.22 We have submitted a proposal to TfL for a cycle to school partnership for funding to develop cycle routes around schools in Northumberland Park and Muswell Hill. We are awaiting confirmation of funding.



5.23 Potholes can be a significant hazard for cyclists and the retention of the reduced intervention levels introduced in 2013/14 as part of the council’s Pothole Blitz will assist improve cyclist safety and encourage cycling as a sustainable alternative mode of transport.

Table 10: Cycling schemes

Scheme Name / Location.	Ward	Allocation (£k) 2014/15
Tottenham Lane - improved access top of hill	Hornsey	20
Harringay Road – improved access at closure	St Ann’s / Harringay	20
Park Ave South to Abbeville Road – shared path	Muswell Hill	40
Cycle Training	Borough wide	129
Safer Lorries and Vans	Borough wide	9
Safer Urban Driving Training	Borough wide	10
Cycle Grant	Borough wide	12
Design/communication resource	Borough wide	45
Cycle Parking	Borough wide	20
Total		305

Walking schemes

5.24 Haringey Cycling and Walking Study: Consultants carried out a walking audit of the borough’s town centres and key interchanges to identify improvements. Guard rail removal was identified at a number of locations. We will pilot this approach in Crouch End in 2014/15.

5.25 We are planning to complete or commence a number of schemes funded through S106/S278 as shown in the table below that will provide benefits for pedestrians.

5.26 As part of the agreement for the development of White Hart Lane Stadium funding has been provided to design pedestrian accessibility improvements to and from the proposed new stadium.

Table 11: Walking schemes



Scheme Name / Location	Ward	Allocation (£k) 2014/15
Crouch End Broadway – guard rail removal (LIP)	Crouch End	20
Watson Road, N22	Woodside	52
Gilson Place, Coppetts Road N10– Footway enhancements	Fortis Green	110
Coronation sidings N8	Hornsey / Harringay	435
700-702 High Road N17- footway improvements	Northumberland Park	30
Lawrence Road N15 – raised tables and footway resurfacing	Tottenham Green	128
Former Rubber Factory N17	Northumberland Park	190
Wood Green Police Stn N22	Bounds Green	68
Markfield Road N15 – footway improvements	Tottenham Green	15
Lymington Avenue, N22	Noel Park	160
Hale Village – footway enhancement	Tottenham Hale	438
Maidstone Road, N11	Bounds Green	25
97-99 Philip Lane	Tottenham Green	23
82 Beechfield Road N4	Seven Sisters	5
606 Lordship Lane – pedestrian enhancement	Woodside	3
Northumberland Park - design of walking improvements to new stadium (GLA)	Northumberland Park	62
Total		1764

Improving bus facilities and services

5.27 We are working with TfL on a Local Bus Challenge which takes an holistic view on issues affecting reliability of buses on a given route and provides both soft and hard measures to improve services. Initial studies commenced in 2013/14 for route W3. The initiatives and physical measures will be progressed in 2014/15 subject to TfL allocating funding. TfL have recently approved £100k funding to continue making all bus stops in the borough DDA compliant. This will increase our percentage above 85% and keep us in the top quartile of boroughs. The enabling budget is awarded during the year on a needs and evidence based approach.

Table 12: Improving Bus Services



Scheme Name / Location	Ward	Allocation (£k) 2014/15
Bus Stop Accessibility	Borough wide	100
Enabling Works	TBC	TBC
Local Bus Challenge – W3	TBC	TBC
Total		100

Town Centres and Transport Hubs

5.28 These projects aim to meet a wide range of objectives through the delivery of a single project. For example, the Wood Green Major scheme will improve accessibility to major transport hubs such as Wood Green and Turnpike Lane underground stations. They will also support the vitality and viability of town centres, as well as delivering public realm improvements and reducing accidents.

5.29 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 the 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 2013/14. Construction will commence in April 2014 for 12 months.

5.30 The Wood Green Major Scheme comprises various elements that will assist improvement, shown below:

- Public Realm improvements
- Highways Infrastructure improvements
- Drainage improvements
- Street lighting improvements
- Widen and renew footways
- Improve and relocate formal and informal pedestrian crossings
- Renew footways outside shops and businesses
- Raised level road surfaces and junction entry treatments
- Rationalise and improve cycle facilities
- Renew and relocate bus stops to more logical and accessible locations
- New trees and landscaped/planted areas
- Removal of guard rail throughout (where feasible)
- Decluttering of signage and street furniture
- New bins, cycle stands and benches

Table 13: Town Centre and Transport Hub schemes



Scheme Name / Location.	Ward	Allocation (£k) 2014/15
Wood Green Town Centre – major scheme	Noel Park	3,170
Total		3,170

Smarter Travel

- 5.31 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.
- 5.32 At the start of the Smarter Travel programme we worked on a joint project with LB Enfield and TfL to develop cross-borough smarter travel measures. 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% (to 3% by 2016-17 and to 5% by 2026)
 - Increase mode share of walking to 32%, from 2007-9 baseline of 31.3% by 2014 (to 39% by 2016-17 and to 35% by 2031)
 - Reduce the number of killed and seriously injured casualties by 20% by 2014 from the 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 - 164 kilo tonnes pa to 131 kilo tonnes pa (by 34% by 2016-17 and by 45.3% by 2020).
- 5.33 5.31 From June to August 2014, Sustrans on behalf of Smarter Travel will deliver targeted personalised travel planning in Crouch End to approximately 5,000 households. Household holders will be offered bespoke smarter travel items such as local walking and cycling guides, cycle safety guide and cycle training leaflet and information about using car clubs.
- 5.34 Smarter Travel will be appointing an Air Quality Apprentice funded with part funding through the Mayor's Air Quality Fund. This person will work with Haringey's Pollution Officer and Smarter Travel officers to target pupils, parents and teachers in understanding air pollution and what changes they can make to improve air quality in the borough.



5.35 Our second year report on the programme (although still in draft) indicates that there has been positive progress towards achieving the programme’s objectives. Seven of the fifteen KPIs have been achieved so far. Moreover, the activities undertaken show benefits beyond modal shift.

Table 14: Smarter Travel projects

Scheme Name / Location.	Allocation (£k) 2014/15
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.	140
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.	135
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.	145
Total	420

Accessibility and Environment projects

5.36 Community Streets schemes will be delivered to the Tottenham Hale, Tottenham Green and Hornsey Park neighbourhoods over the next three years. This year we will focus on community engagement to identify issues and priorities for further development.

5.37 We will commission Sustrans and work in partnership for the engagement process as this assisted in delivering previous schemes in Turnpike Lane and The Gardens with great success.

Table 15: Accessibility and Environment projects

Scheme Name/Location	Ward	2014/15 Allocation
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		(£k)
Tottenham Hale - Community Streets	Tottenham Hale	145
Hornsey Park – Community Streets	Noel Park / Woodside	145
Tottenham Green – Community Streets	Tottenham Green	145
Total		435

Local Transport Fund

5.38 In line with every other London borough, TfL have allocated £100,000 to the Council to develop local transport projects for 2014/15. 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. A budget of £20k has also been allocated to Car Clubs.

Table 17: Local Transport Fund projects

Scheme Name/Location	Ward	2014/15 Allocation (£k)
Community Transport (with LB Hackney)	Borough-wide	80
Car Clubs	Borough-wide	20
Total		100

6 Conclusions

6.1 This document sets out a detailed programme for the Traffic Management 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 the DfT for carriageway maintenance has helped to maintain significant investment in line with last year.

7 Use of Appendices / Tables

7.1 Appendix 1 – Transport investment by Ward

7.2 Appendix 2 – Type of Consultation for schemes

Appendix 1: Transport Investment by Ward

WARD	TRANSPORT AREA	PROJECT
Alexandra	Carriageway resurfacing	Alexandra Park Road, N22 and N10
	Road Accident Reduction	Alexandra Park Road / Colney Hatch Lane
Bounds Green	Footway relay	Trinity Road, Truro Road
	Walking	By Wood Green Police Stn, Maidstone Road
Bruce Grove	Carriageway resurfacing	Dongola Road, The Avenue
	Footway relay	Broadwater Road, Morrison Avenue, The Avenue
	Street lighting	Linley Road, Wimbourne Road, Whitley Road
Crouch End	Carriageway resurfacing	Ferne Park Road, Bourne Road, Claremont Road, Stanhope Gardens, Haringey Park
	Footway relay	Crouch End Hill, Haringey Park, Shepherds Hill, Waverley Road
	Drainage	Coolhurst Road Queens Avenue
	Street lighting	Locations to be confirmed
	Walking	Crouch End Broadway
Fortis Green	Principal Roads	Muswell Hill Broadway
	Carriageway resurfacing	Colney Hatch Lane, St James Lane, Twyford Avenue
	Footway relay	Coppetts Road
	Drainage	Coldfall Wood
	Walking	Gilson Place, Coppetts Road
	Road Accident Reduction	Alexandra Park Road / Colney Hatch Lane
Harringay	Main Road and Neighbourhoods	Green Lanes, Alfoxton Avenue
	Principal Roads	Green Lanes
	Carriageway resurfacing	Wightman Road, Seymour Road
	Footway relay	Burgoyne Road, Fairfax Road, Warham Road
	Bridges	Wightman Road bridge
	Drainage	Turnpike Lane j/w Willoughby Road
	Cycling	Harringay Road
	Walking	Coronation sidings
Highgate	Carriageway resurfacing	Muswell Hill Road, Langdon Park, Milton Avenue, Milton Road, View

WARD	TRANSPORT AREA	PROJECT
		Road
	Bridges	North Hill retaining wall, Hornsey Lane
	Structures	Southwood Lane – Church yard wall
Hornsey	Carriageway resurfacing	Rokesly Avenue, Elmfield Road
	Footway relay	Rathcoole Gardens
	Drainage	Green Streets
	Cycling	Tottenham Lane
	Walking	Coronation sidings
Muswell Hill	Carriageway resurfacing	Etheldene Avenue, Springfield Avenue,
	Footway relay	Cranley Gardens, Summerland Gardens
	Drainage	Queens Avenue
	Cycling	Park Avenue South
Noel Park	Carriageway resurfacing	Lyttleton Road
	Bridges	Station Road over New River bridge
	Walking	Lymington Avenue
	Town Centre / Transport Hub	Wood Green High Road
	Accessibility and Environment improvements	Hornsey Park Neighbourhood
Northumberland Park	Main Road and Neighbourhoods	Tottenham High Road
	Carriageway resurfacing	Leeside Road, Grange Road, West Road
	Footway relay	Park Lane, Manor Road, Willoughby Lane
	Structures	Leeside Road
	Walking	High Road, various around WHL Stadium development.
St Ann's	Main Road and Neighbourhoods	Green Lanes, Alfoxton Avenue
	Principal Roads	Green Lanes
	Street lighting	Rowley Road, Ritches Road, Cranley Road, Conway Road, Woodlands Park Road
	Cycling	Harringay Road
Seven Sisters	Carriageway resurfacing	Hermitage Road, Eade Road, Lealand Road, Overbury Road, Templeton Road, Tewkesbury Road, Netherton Road
	Footway relay	Craven Park Road, Eade Road, Gladesmore Road, Lockmead Road,

WARD	TRANSPORT AREA	PROJECT
		Richmond Road
	Walking	Beechfield Road
Stroud Green	Carriageway resurfacing	Mt Pleasant Crescent, Nelson Road
	Footway relay	Mayfield Road, Ossian Road, Ridge Road
	Street lighting	Locations to be confirmed
Tottenham Green	Carriageway resurfacing	Newton Road
	Drainage	Markfield Road
	Walking	Lawrence Road, Markfield Road, Philip Lane
	Accessibility and Environment improvements	Tottenham Green Neighbourhood
	Road Accident Reduction	West Green Road
Tottenham Hale	Principal Roads	Gyratory works
	Carriageway resurfacing	Lansdowne Road
	Structures	Watermead Way
	Street lighting	Malvern Road, Kimberley Road, Mafeking Road, Ladysmith Road, Mitchley Road.
	Walking	Hale Village
	Accessibility and Environment improvements	Tottenham Hale Neighbourhood
West Green	Main Road and Neighbourhoods	Green Lanes, Alfoxton Avenue
	Bridges	Belmont Road
	Road Accident Reduction	West Green Road
White Hart Lane	Carriageway resurfacing	Barkham Road, Rivulet Road, Selby Road
	Footway relay	Acacia Avenue, Lordship Lane, Fryatt Road, Marshall Road, Rivulet Road
	Carriageway resurfacing	Park Avenue, White Hart Lane, Wolves Lane
Woodside	Footway relay	Arcadian Gardens, Canning Crescent, Coombe Road, Wolves Lane
	Bridges	Station Road over New River Bridge
	Walking	Watsons Road, Lordship Lane
	BOROUGH WIDE PROJECTS	
Bus stop accessibility		Locations to be confirmed
Smarter travel projects		Workplace travel planning, marketing initiatives, complementary

WARD	TRANSPORT AREA	PROJECT
		travel planning measures, road safety interventions at schools, road shows
Cycling		Cycle training programme, cycle parking programme, Safer Lorries and Vans, Safer Urban Driver Training
20mph speed limit / zones		Traffic Order, signing road markings and traffic calming
Road safety		Road Safety Study, Reactive intervention measures identified through study
Street lighting – localised improvements		Locations to be confirmed
Local Transport Fund		Community Transport, Car Clubs

Note: Ward Councillors are being consulted on the proposed highway maintenance projects and these will be finalised by the Cabinet Member and Assistant Director for Environmental Services and Community Safety.

Appendix 2: Type of Consultation for schemes

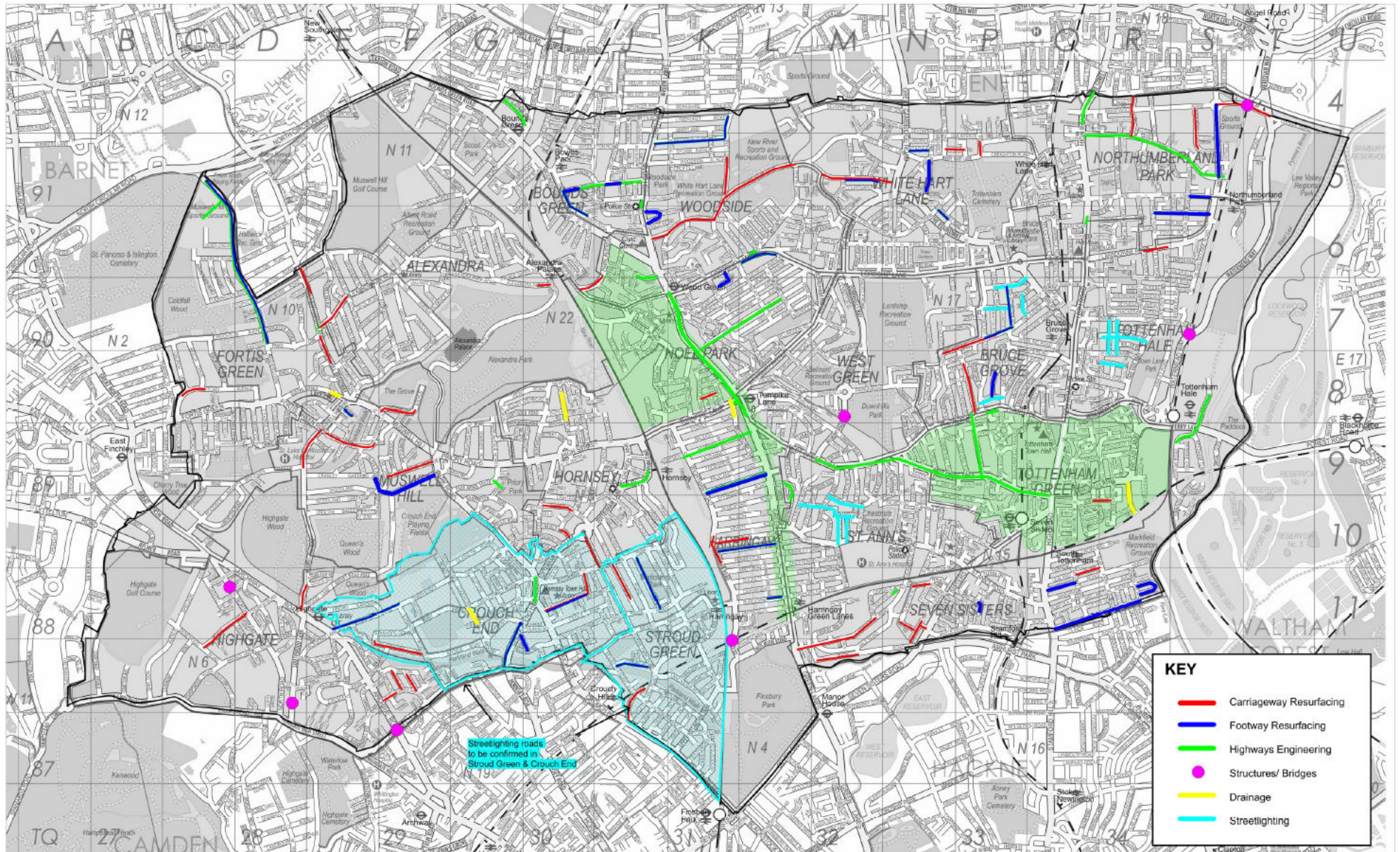
Scheme Name / Location.	Allocation (£k)	Consultation Type		
	2014/15	Notification	Statutory Notification	Full Consultation
Principal Road Renewal				
Green Lanes	565	✓	✓	
Muswell Hill Broadway	118	✓	✓	
Contribution to Gyrotory works	150	N/A	N/A	N/A
Main Roads/Neighbourhoods				
Green Lanes - Alfoxton Avenue junction and surrounds	150	✓	✓	✓
Tottenham High Road	293	✓	✓	
20mph speed limit / zones	273	✓	✓	✓
Local Safety Schemes				
Schemes identified through road safety study	100	✓	✓	✓
West Green Road	120	✓	✓	✓
Study of Alexandra Park Road / Colney Hatch Lane junction	30	N/A	N/A	N/A
Reactive safety interventions	30	✓	✓	
Road Safety study	20	N/A	N/A	N/A
Smarter Travel				
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	140	N/A	N/A	N/A
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.	135	N/A	N/A	N/A

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	145	N/A	N/A	N/A
Cycling				
Tottenham Lane - improved access top of hill	20	✓	✓	✓
Harringay Road – improved access at closure	20	✓	✓	✓
Park Ave South to Abbeville Road – shared path	40	✓	✓	✓
Cycle Training	129	N/A	N/A	N/A
Safer Lorries and Vans	9	N/A	N/A	N/A
Safer Urban Driving Training	10	N/A	N/A	N/A
Cycle Grant	12	N/A	N/A	N/A
Staff resource	45	N/A	N/A	N/A
Cycle Parking	20	N/A	N/A	N/A
Walking				
Crouch End Broadway – guard rail removal	20	✓		✓
Watson Road, N22	52	✓	✓	✓
Gilson Place, Coppetts Road N10– Footway enhancements	110	✓	✓	
Coronation sidings N8	435	✓	✓	✓
700-702 High Road N17- footway improvements	30	✓	✓	
Lawrence Road N15 – raised tables and footway resurfacing	128	✓	✓	
Former Rubber Factory N17	190	✓	✓	
Wood Green Police Stn N22	68	✓	✓	
Markfield Road N15 – footway improvements	15	✓	✓	
Lymington Avenue, N22	160	✓	✓	
Hale Village – footway enhancement	438	✓	✓	
Maidstone Road, N11	25	✓	✓	
97-99 Philip Lane	23	✓	✓	
82 Beechfield Road N4	5	✓	✓	
606 Lordship Lane – pedestrian enhancement	3	✓	✓	

Northumberland Park - design of walking improvements to new stadium	62	✓	✓	✓
Town Centres/Transport Hubs				
Wood Green – Implementation	3,170	N/A	N/A	N/A
Accessibility and Environment				
Tottenham Hale - Community Streets	145	✓	✓	✓
Hornsey Park – Community Streets	145	✓	✓	✓
Tottenham Green – Community Streets	145	✓	✓	✓
Local Transport Fund				
Community Transport	80	N/A	N/A	N/A
Car Clubs	20	✓	✓	
Council Capital Investment				
Street lighting new columns	400	✓	✓	
Classified and Unclassified roads resurfacing	2,400	✓	✓	
Structures	100	N/A	N/A	N/A
Drainage	200	✓	✓	
Footway relaying	1,900	✓	✓	

Appendix B – Plan of 2014/15 Sustainable Transport Programme

Sustainable Transport Plan 2014-15

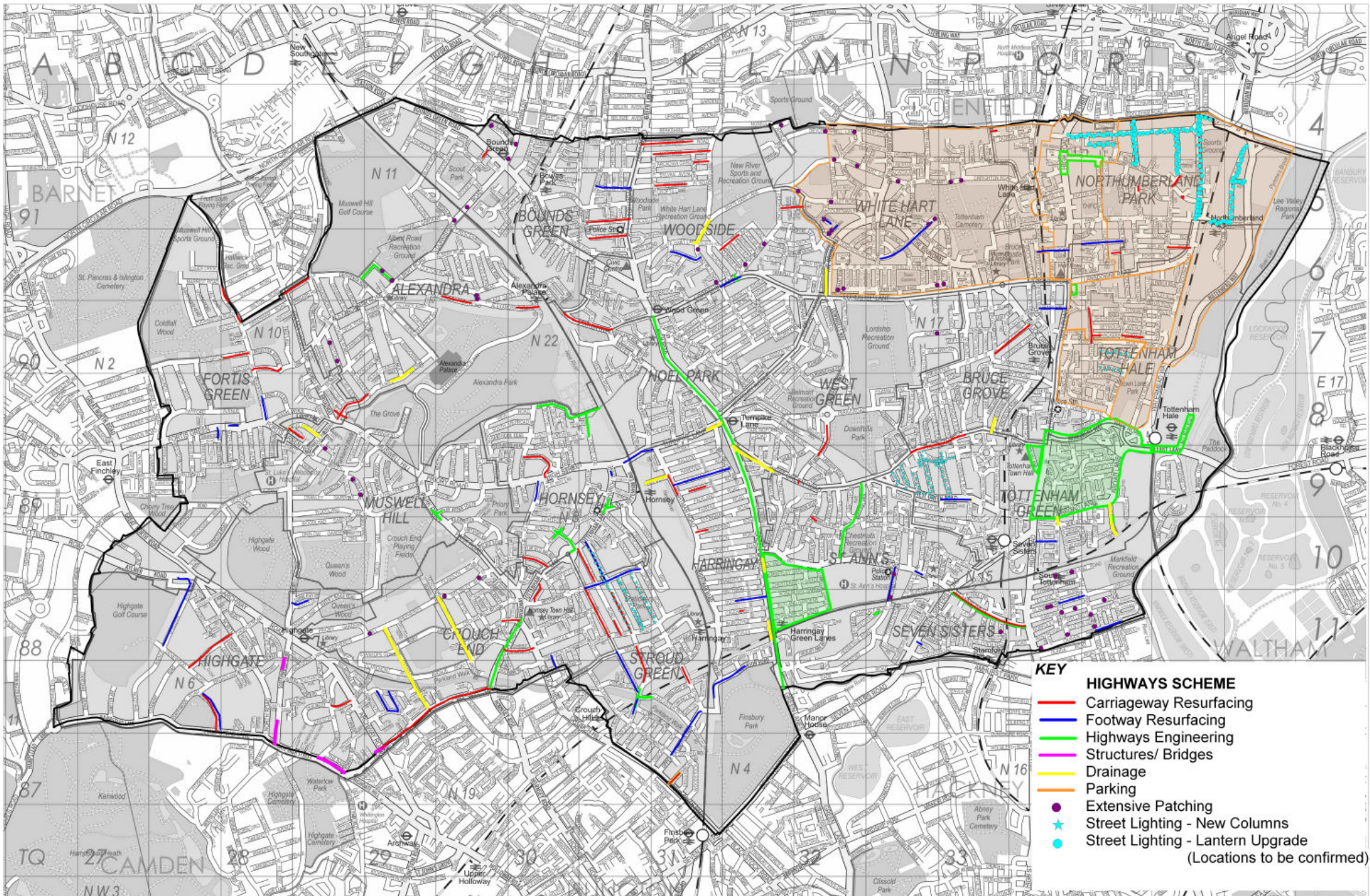


KEY

- Carriageway Resurfacing
- Footway Resurfacing
- Highways Engineering
- Structures/ Bridges
- Drainage
- Streetlighting

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Appendix C – Plan of 2013/14 Sustainable Transport Programme



- KEY**
- **HIGHWAYS SCHEME**
 - Carriageway Resurfacing
 - Footway Resurfacing
 - Highways Engineering
 - Structures/ Bridges
 - Drainage
 - Parking
 - Extensive Patching
 - ★ Street Lighting - New Columns
 - ★ Street Lighting - Lantern Upgrade
(Locations to be confirmed)



Sustainable Transport Works Plan 2013 - 14

PRODUCED BY SINGLE FRONTLINE
25th April 2013

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