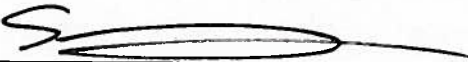


Haringey Council

Report for:	Single Member signing	Item number	To be added by the Committee Section
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Title:	Sustainable Transport Works Plan 2015/16
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Report authorised by :	Tracie Evans – Interim Chief Operating Officer 
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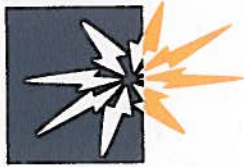
Lead Officers:	Ann Cunningham, Head of Traffic Management. Peter Boddy , Interim Group Manager, Sustainable Transport
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Ward(s) affected: All	Report for Key/Non Key Decision: Key
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1 Describe the issue under consideration

1.1 This report outlines the Sustainable Transport Works Plan for 2015/16 (the detailed programme is attached as appendix A), outlining a new approach to the management of our highway's infrastructure, delivering on the Council's priorities as set out in the Corporate Plan. The changes will include:

- maintaining and improving the borough's highways infrastructure by taking a more holistic approach in dealing with all street scene issues when delivering schemes;
- having a greater focus on dealing with road safety issues;
- promoting more sustainable modes of transport, especially cycling and walking; and
- improving how we engage and communicate on projects with members, residents and traders.



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1.2 The report also reflects on the key highlights delivered in last year's programme, identifies the funding streams for 2015/16 and comments on the legislative changes over the past year.

2. Cabinet Member Introduction

2.1 This year in line with our Corporate Plan we are investing £14m into a broad range of projects. We will also continue the important task of keeping our traffic moving, reducing congestion by ensuring that buses are not delayed at pinch points. We will make Haringey's streets safer and improve the quality of our network, which will be made more accessible for cyclists and pedestrians.

2.2 We will adopt a new approach where we will address all the street scene issues when we deliver a scheme, such as resurfacing a road, this could include replacing old street signs, decluttering, removal of guard rails (where safe), new white lining on the roads, new litter bins, placement of bike rails, replacing old street furniture and where appropriate consulting on the replacement of old speed humps with sinusoidal humps.

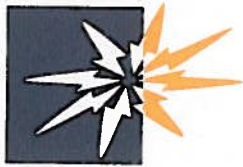
2.3 I am keen to improve our engagement with residents, traders and interested parties to ensure we have a bottom up approach in co-designing schemes; we want to deliver improvements that everybody can be proud of. We will improve communications before, during and after projects ensuring that we provide timely and accurate information on the progress of works. We will make better use of social media and our web site to update residents and traders, including the use of before and after photos.

2.4 Some key highlights of next year's programme includes the launching of 20mph speed limit scheme, the £3.4m investment in brightening our streets, which will include upgrading to energy efficient LEDs, traffic management review in Green Lanes and £3m improvements to our pavements and roads.

2.5 Finally, we want to make Haringey one of the most cycling and pedestrian friendly boroughs in London and with this in mind we are continuing with our award winning Smarter Travel programme, investing £3.1m on walking and cycling schemes, together with the introduction of a Cycle Superhighway in Tottenham.

3. Recommendations

3.1 That the Cabinet Member approves the Sustainable Transport Works Plan for 2015/16 as set out in the attached Appendix A.



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4. Alternative options considered

4.1 The Council has a statutory obligation to maintain the public highway network. This year's work plan has been determined through objective highway condition surveys, visual highways inspections, feedback from consultation with Ward Councillors, and key stakeholders.

4.2 It also includes the transport schemes previously agreed by Cabinet (September 2013) as part of the borough's 3 Year Delivery Plan (2014-17) and annual funding submission to Transport for London (TfL).

5. Background information

5.1 This section of the report will set out recent legislative changes and briefly summarise the last year's (2014/15) main highlights.

Legislative Changes

Parking CCTV

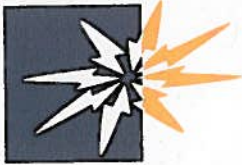
5.2. The deregulation bill received Royal Assent this year and came into effect on 1st April. The bill now stops the use of Closed Circuit Television (CCTV) in enforcing parking contraventions with a few exceptions. The changes include;

- a ban on enforcement of the majority of parking contraventions by CCTV;
- the introduction of a 10 minute grace period following the expiry of paid for time;
- giving residents and businesses the Right to Challenge current parking polices; and
- extending the Parking and Traffic Adjudicators powers allowing them to make such directions to the council as they consider appropriate.

5.3 The impact of these changes will need to be monitored, especially in terms of congestion and road safety and will need to be fed into a review of the Parking Enforcement Policy, which will form part of the development of a new Transport Strategy.

Drainage/Flooding

5.4 The changes to legislation and national policy introduced the requirement that sustainable drainage systems (for the management of run-off) are put in place and that local planning authorities consult the relevant lead local flood authority – drainage department for comment. This will require the drainage service to provide comments on planning



applications, effectively taking over the responsibility from the Environment Agency. While this will further develop the Council's role in dealing with drainage and flooding issues, it will require additional resources, which are intended to be funded through the planning process. In the absence of a fee regime for such responsibilities, there has been discussions with the Local Planning Authority officers to explore the scope for partly funding (where possible) this resource through the pre-application planning process.

Highlights - Sustainable Transport Works Programme (STWP) 2014/15

5.5 The STWP for 2014/15 was agreed as part of a Cabinet Member signing on 27th June 2014. The programme also reflected the agreed recommendations made by Cabinet on the Local Implementation Plan (schemes funded by Transport for London) in September 2013.

5.6 The key highlights for the STWP (2014/15) includes:

- Smarter Travel programme - delivering a range of diverse and innovative projects in 2014/15 encouraging active travel, reducing child road casualties and improving air quality. The 2014/15 programme offered substantial cycle training.
- Green Lanes Corridor - an urban realm improvement scheme with a value of £1.6m. The scheme has delivered significant improvements to the Green Lanes (Harringay) corridor and surrounding streets and public spaces.
- Major Schemes - Wood Green Town Centre - This ambitious scheme, involving £3.67m investment is nearly completed. This scheme replaced pavements, improved open spaces and decluttered the High Road and surrounding areas between Wood Green and Turnpike Lane Tube Stations. The project will transform the look and feel of Wood Green and support its status as a Metropolitan Town Centre.
- Bus Stop Accessibility - An additional eleven bus stops around the borough were made DDA compliant, increasing our overall percentage of compliant bus stops and placing us in the top London quartile for this facility.
- Drainage and Flood Water Management - flooding incidents throughout the borough have become an increasing issue in recent years. Measures implemented include the installation of new gullies, the reprofiling of roads and or footways, avoiding incidents of 'ponding' and minor flooding.



Haringey Council

- Planned Carriageway Maintenance - we successfully delivered a £4.4m investment programme in our carriageways and footways.

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 borough 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 2015/16 is funded as follows:



Haringey Council

Funding	Programme	£m
External Investment		
	TfL Grant and Other TfL Funding	3.446
	Tottenham Regeneration (NDP Phase 2)	1.193
	Section 106/278 developer agreement	1.973
	Sub total external investment	6.612
Council Investment		
	Planned carriageway maintenance works budget (including flood management)	3.200
	Street Lighting and column replacement	3.400
	Road Safety and Structures	0.150
	Parking Plan and CCTV	0.534
	Sub total Council investment	7.284
Total		13.896

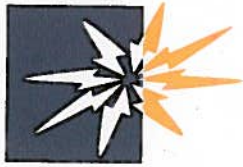
6.3 The variation between the TfL figure reported within this report and that presented to full council in February 2015 should be noted. This reflects the way that funding can be released to Haringey and reflected actual allocations at the time that the report was prepared.

6.4 It should be noted that S106/278 developer funding is subject to variation and is dependent on the progress of associated developments.

6.5 The Council funded element is included within the Capital Programme agreed by Cabinet and Full Council, as part of the 15/16 -17/18 Medium Term Financial Plan process in February and March 2015.

7. Assistant Director of Corporate Governance Comments and legal implications

7.1 The Council as a highways authority has a statutory obligation to maintain the public highways it is responsible for. This report sets out the works plan for the year 2015/16 and the consultation process and does not raise any legal implications.



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8 Equalities and Community Cohesion Comments

- 8.1 The Sustainable Transport works programme supports better access to public transport and highway networks. All residents will benefit, including groups that possess the equality characteristics protected by section 4 of the Equality Act 2010.
- 8.2 An EqIA was undertaken as part of the LIP development process in 2010 for all scheme proposals. The assessment found that the programme is not likely to have a disproportionate adverse impact on any of the protected characteristics. Its impact on community cohesion is likely to be positive as it would facilitate social interaction through easier access to better public transport.
- 8.3 The improved communication and engagement will increase awareness of works and minimise disruption caused at implementation stages, allowing all residents adequate time to make alternative arrangements. Where necessary adjustments will be made on a scheme by scheme basis ensuring access for disabled and elderly residents.
- 8.4 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

9.6 N/A

10 Policy Implications

- 10.1 This section of the report sets out how the STWP 2015/16 will support the delivery of the corporate plan and other key strategic policies, with a special focus on how we will improve communications and engagement with residents, traders and interested parties.

Corporate Plan – Priority 3

- 10.2 The main area within the corporate plan that the programme contributes is Priority 3 – ‘A clean, safe and well-maintained borough where people are proud to live and work’.
- 10.3 Set out below are the three main relevant objectives for this priority together with examples of schemes which will help to deliver the objectives’ outcomes. The schemes highlighted could deliver on a number of these objectives and help support other priority and cross



Haringey Council

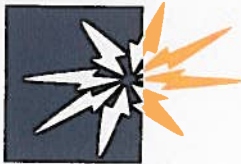
cutting areas, including Priority 4, driving growth and regeneration and Priority 5 supporting new housing delivery. The cross cutting themes addressed by the programme will include Working with Our Communities, Working in Partnership and Customer Focus.

10.4 Objective 1 - To strengthen partnerships and together work with our communities to improve the environment in which people feel safe and proud to live in, particularly through reducing anti social behaviour and environmental crime.

- The development of traffic management reviews, which will consider a range of issues, including parking enforcement, road safety schemes, congestion pinch points, rebalancing traffic flow, cycling provision and measures to improve pedestrian safety. The reviews will involve extensive consultation with residents and traders and the areas currently identified are the continuation of the review in Wood Green a new review for Green Lanes, including the wider Gardens and Ladder roads and as part of the regeneration proposals a traffic review for Tottenham.
- To develop and strengthen partnerships with Transport for London, Haringey Cycling Campaign, London Buses, Sustainable Haringey etc.
- To work closely with residents and traders with the development of a major scheme bid to TfL for £1.6m to improve the Green Lanes/ Alfoxton Avenue/ West Green Road junction.

10.5 Objective 2 -To make our streets, parks and estates clean, well maintained and safe

- Implementing a 20 mph speed limit in residential roads, roads with schools and town centres.
- An investment of £3.0m on a roads and pavements.
- A number of road safety improvements identified through the study undertaken of road accident casualties in 2014/15, totalling an investment of £470k.
- Revising the streetscape design manual, underpinning the delivery of better streetscapes across the borough and ensuring consistency of design and quality.



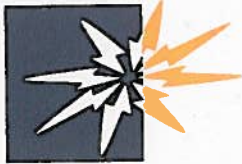
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- An investment of £3.5m in street lighting, which includes the expansion of the LED lighting scheme and continued refurbishment of cast iron columns, where possible.
- Over £250K invested in drainage schemes to alleviate flood risks and hazards in the borough.
- A £560K investment in two bridges, Wightman Road N8 and Station Road N22. The traffic management for these schemes will need to be carefully planned to limit the impact on the surrounding road network.
- The parking plan has £300K of investment to consider the introduction of CPZs into areas as requested by residents and to review a number of existing CPZs.

10.6 Objective 3 - To move to more sustainable modes of transport by making Haringey one of the most cycling and pedestrian friendly boroughs in London.

- Relieving bus service pinch points in key areas, to improve bus running times and reduce overall congestion.
- Investing £500k to improve the pedestrian crossings at North Hill and Colney Hatch Lane / Alexandra Park Road / Pages Lanes junctions.
- An investment of £400K in cycling schemes and the development of Cycle Superhighway 1 through Tottenham.
- The continuation of the £400K Smarter Travel programme, which focuses on two key themes; promoting cycling/ walking and reducing child casualties. The key outputs for the programme are to help contribute:
 - to increase the modal shift for cycling from 3%(2014/15) to 5% (2017/18) over three years (or the equivalent to meet top quartile performance for London); and
 - to reduce the number of road users killed or seriously injured by 40% (using a baseline from 2005-09) by 2020.

10.7 Tottenham Programme - A number of the schemes highlighted will support the Tottenham regeneration programme this will include £1m of highways improvements in Northumberland Park, which is co-funded by Greater London Authority.



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Local Plan - Strategic Policy 7

10.8 Our adopted Local Plan sets out the key strategic planning policies. Strategic Policy 7 (SP7) focuses on the promotion of sustainable transport. It supports regeneration in Tottenham and Wood Green through a range of infrastructure proposals and measures. This includes travel demand management schemes, tackling climate change, improving local place shaping and environmental and transport quality. A number of schemes in the 2015/16 STWP, in particular walking, cycling and road safety schemes support the delivery of SP7.

10.9 Transport has a key role in enabling growth and regeneration by supporting projects to increase public transport capacity and road network efficiency. The projects and programmes in the STWP play an important role in maximising the capacity of the road network, by supporting measures that will reduce car use, such as the smarter travel programmes and cycling and walking projects and schemes, including those being implemented through the Borough Cycling programme.

Consultation and Engagement

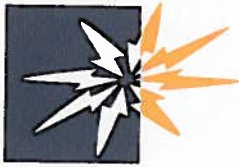
10.10 It is vital that local communities get a chance to have their say about highways schemes that are planned for their neighbourhood.

10.11 This year, in addition to the strategic engagement with members of the Transport Forum, the Council consulted Ward Councillors, key stakeholders (Haringey Cycling Campaign, Bus Operators and Haringey Disability First Consortium) and other representative groups when developing the Sustainable Transport Works Plan, identifying priorities. The four key areas identified through that consultation were;

- Pedestrian safety
- Traffic calming and speed reduction
- Footway/ carriageway maintenance
- Congestion pinch points

10.12 Each of these areas are prioritised for investment. While there is insufficient funding to deliver all highways and street lighting maintenance and improvements, much of the feedback to the consultation is reflected either as projects for 2015/16 or where appropriate, for further investigation and inclusion in future year's programmes.

10.13 Further improvements to engagement on highways works are planned for the coming year and include:



Haringey Council

- Providing appropriate information to residents and others stakeholders on transport projects planned for their areas;
- Improving the signage and advance warning of all highways works.

10.14 A user friendly guide to all transport schemes by Neighbourhood (Ward) will be made available on the council's website. The Council is also introducing a new system of resident notifications via mobile devices, to provide critical information at neighbourhood level. 'Neighbourhood Alerts' will allow information to be communicated on a range of highways related matters.

10.15 Improved scheme signage, and advance warning of road works will be provided by the Council's Highways and Street Lighting contractor, providing better information on schemes, as well as minimising disruption and inconvenience associated with works.

11. Highways Maintenance

11.1 In addition to the planned maintenance programme, there is an extensive reactive maintenance regime, which involves safety inspections, responding to complaints and emergencies. More emphasis will be placed on maintenance over the coming year, including improvements such as decluttering and, repainting road markings

12. Reasons for Decision

12.1 To seek Cabinet approval of the Sustainable Transport Works Plan for 2015/16.

13. Use of Appendices

13.1 Appendix A – Sustainable Transport Works Plan 2015/16.

14 Local Government (Access to Information) Act 1985

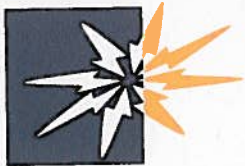
14.1 Highways Asset Management Plan

14.2 Final Local Implementation Plan October 2011

14.3 Local Implementation Plan – 3 Year Delivery Plan 2014-17 – Cabinet report – September 2014

14.4 Cabinet Report, Annual Spending Submission for 2015/16, September 2014.

14.5 LIP funding allocation letter from TfL, December 2014



Haringey Council

15 Web links to schemes

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