

Report for: Cabinet Member for Environment

Item number: 4

Title: Sustainable Transport Works Plan (STWP) 2017/18

Report authorised by: Tracie Evans , Chief Operating Officer

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Ward(s) affected: All

**Report for Key/
Non Key Decision:** Key Decision

1 Describe the issue under consideration

- 1.1 Haringey is a place of great opportunity with enormous potential for growth – a growing economy, more and better housing and flourishing communities. The Council has set clear ambitions through its Corporate Plan 2015-2018 to make Haringey a better place to live, through encouraging investment and creating opportunities that all can share in.
- 1.2 Transport has a key role to play in enabling the achievement of our wider aspirations for the borough. The Sustainable Transport Works Plan (STWP) for 2017/18 sets out the Council’s approach to managing the highways infrastructure, delivering Corporate Plan priorities and programmes as well as the Council’s transport strategies as set out in the LIP and in the draft Transport Strategy. Investment is targeted at measures that:
- improve road safety, including tackling stretches of roads and junctions with accident problems,
 - encouraging walking and cycling and the use of sustainable alternatives to private car use,
 - reducing congestion and delay that impact on public transport services, and
 - contributing to Haringey’s preventative maintenance strategy to improve the overall condition of our road network.

- 1.3 The report also sets out the various funding streams for 2017/18, a Ward by Ward Breakdown of the works attached as Appendix 1; Highlights of 2016/17 programme attached as Appendix 2; and tables setting out the allocation of funds under each objective attached as Appendix 3.
- 1.4 The report in addition advises on the further development of the Council's highway asset management plan to include revised strategies that reflect current best practice and describes how this is being applied both to planned and reactive highway maintenance programmes. The asset management plan will ultimately be further developed to cover all highway related assets.

2 Cabinet Member Introduction

- 2.1 Transport plays a pivotal role in our daily lives. Haringey is one of London's best connected boroughs and the transport network is used by our residents, businesses and by people from across the City and beyond; either passing through or interchanging at a station or bus stop.
- 2.2 Our aim is to ensure that Haringey has a high quality, resilient highway network and a reliable public transport system that everyone can access. This year in line with our Corporate Plan priorities, we are investing over £10m into a range of highways improvement schemes, making our streets safer, identifying and improving stretches of road and or junctions with high accident levels, improving the overall quality of our road network and encouraging walking and cycling.
- 2.3 We will continue to tackle congestion and delay, overcoming pinch points on bus routes, improving bus service reliability. Where appropriate we will declutter and remove guard rails and renew street furniture. We will promote alternatives to private car use, including car clubs and car sharing and will manage the increasing demand for road space by managing parking capacity in a balanced way.
- 2.4 The key highlights of next year's programme includes the progression of the White Hart Lane project, which will lead to the delivery of a £5m public realm scheme linking the station to the new stadium; commencement of two cycling Quietway Routes and investing over £4m in improvements to our roads, footways and street lighting.
- 2.5 We will continue to engage with residents, traders and other interested parties when developing transport schemes and programmes, allowing them to contribute to design solutions to traffic issues in their areas as far as possible.

3 Recommendations

- 3.1 That the Cabinet Member for Environment:
 - Approves the Sustainable Transport Works Plan for 2017/18 financial year as set out in the attached Appendix 1 – Ward by Ward breakdown:

- Authorises the Head of Operations to consider any objections and representations to statutory consultation on schemes and to report back to the Cabinet Member for Environment if there are significant or substantial objections or concerns raised:
- Delegates decisions relating to detailed scheme design to the Head of Operations.
- Approves the adoption of a new highway maintenance capital investment strategy comprising of a combination of “worst first” and preventative maintenance, and a new risk based approach to the management of reactive maintenance.
- Approves the addition to the existing call-off contract with Ringway-Jacobs under the LoHAC Framework contract of service 5, schemes design, for support in the delivery of capital programmes over a 1 year period for the 2017/18 financial year.

4. Alternative options considered

- 4.1 There are no other relevant options as the Council has a statutory obligation to maintain the public highway network. The 2017/18 work plan has been informed by highway condition surveys and visual highways inspections.
- 4.2 The programme includes transport schemes previously agreed by Cabinet in October 2016 and funded by Transport for London (TfL). The funding is an interim arrangement awaiting the production the Mayor’s Transport Strategy (MTS) and subsequent production of Haringey’s third Local Implementation Plan (LIP). Council funded capital projects included within the programme were approved by Cabinet on the 14th June 2016 as part of the Capital Strategy and 10 year Capital Programme.

5. Background information

- 5.1 The Sustainable Transport Works Plan for 2017/18 sets out the Council’s approach to managing the highways infrastructure, and delivering the objectives of the Council’s Local Implementation Plan, Corporate Plan priorities and evolving Transport Strategy (TS) in the coming financial year.
- 5.2 The total confirmed funding for projects within the STWP for 2017/18 is £10.1 million and the breakdown is set out in Table 1 in paragraph 6.2 of this report. Further in year approvals from TfL are awaited in regards to bus priority and cycle Quietway routes. There is also expected additional investment associated with regeneration projects.
- 5.3 The works programme is divided into sections to demonstrate how it delivers the Councils transport objectives, as set out in the LiP and in the evolving Transport Strategy. The final Transport Strategy will be presented to Cabinet

later this financial year. The key objectives of the draft Transport Strategy are as follows;

- A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- A well maintained road network that is less congested and safer.
- Active travel the easier choice, with more people choosing to travel by walking or cycling
- Improved air quality and a reduction in carbon emissions from transport

Improving bus facilities and services

- 5.4 Officers are working with TfL to make all bus stops in the borough accessible for those with disabilities. To date 99% of our stops have now been altered and this places Haringey within the top quartile of London boroughs for compliance. In recent years the borough has received an additional allocation to the LIP funding for this and it is expected that a similar situation will occur in 2017/18, although it is as yet to be confirmed.
- 5.5 Improving reliability is essential to increasing bus usage and passenger satisfaction. Officers will be continuing to work with TfL to identify bus “pinch points” and local service issues. These measures will deliver benefits to passengers allowing buses to move more freely. TfL funded the development and consultation on improvements on the W4 and 318 routes which took place during 2016/17. Officers are awaiting confirmation from TfL on whether they will be funding the delivery of these improvements during 2017/18. In addition Officers will seek further opportunities for funding via TfL’s Enabling Budget and Bus Reliability Programme.

Planned Carriageway Maintenance

- 5.6 The Council has a budget of £3.429 million in 2017/18 to improve the condition of its roads, making them safe and more pedestrian and cyclist friendly. TfL has funded £429,000 through the LIP settlement. The split between resurfacing of roads and renewal of footways is £976,000 and £2.079million respectively.
- 5.7 £100,000 will be spent on renewing road markings around the borough with a focus on pedestrian crossing facilities. A further £274,000 has been allocated for delivering “short section” route improvements. This is where a section of a route is in poor condition but the overall corridor is in a reasonable structural or surface condition. Officers will not define a fixed programme for this budget but will instead seek to identify and repair lengths of road and footways where there are a significant number of defects requiring repair. In this way, resurfacing of a ‘short section’ would be more effective than continual pothole or pavement repairs. This short section programme may also be used for emergencies, such as where extreme weather significantly damages a section of road and a localised repair would not be sufficient.
- 5.8 With regards to carriageways, the Council has reviewed its Highways Asset Management Strategy, with the intention of introducing a systematic long term

approach to maintaining the borough's highways through the principles of preventative maintenance (whole life approach).

- 5.9 The life span of carriageways can be significantly extended by identifying the point at which the road surface can be refreshed to prevent more serious defects developing. On these roads the thin surface layer is replaced and areas fixed where the road structure is damaged
- 5.10 Essentially the borough's annual carriageway maintenance programme will be divided between two distinct programmes of work;
- Reconstruction schemes and
 - Preventative maintenance schemes.
- 5.11 A proposed annual maintenance budget split for both borough carriageways and footways based on the agreed £3m Council spend is set out in Appendix 5. The impact of adopting the new approach using the proposed capital investment level is demonstrated at Appendix 6. This would allow a target of upper quartile performance when compared with other London boroughs (an aspiration set out in the Council's initial highway asset management plan) to be achieved within the agreed 10 year investment programme.
- 5.12 A 3 year programme of structural and preventative maintenance is now being proposed. Forward planning anticipated needs over a 3 year period allows the best whole life options to be identified.
- 5.13 The annual STWP will present a fixed programme for one year and provisional programmes for the following two years. This will allow for the best whole life options to be identified, while allowing for any emerging issues to be considered.
- 5.14 Prioritisation will be carried out using the results of condition surveys of the network. The process will take account of customer and councillor requests, although the core programme will be based on an analytical assessment of condition and relative risk consistent with the code of practice for the maintenance of highways.

Planned Footway Maintenance

- 5.15 As indicated in the budget split set out in Appendix 5 the greatest level of investment will be in footway maintenance, reflecting the significant percentage of the footway network (some 57%) that is in need of maintenance. A higher level of investment is planned to reduce the large maintenance backlog and address areas where clusters of defects are identified, and hence where a full resurfacing scheme would be more effective than a series of individual defect repairs.
- 5.16 The level of future investment determines the extent to which performance indicators (PI) are improved, and hence the backlog reduced. The proposed annual capital investment programme for carriageway maintenance shown in

the pie chart at Appendix 5 will allow target upper quartile PIs to be achieved for carriageway condition within a 10 year period if investment levels are maintained at or above the current proposed spend per annum. This is demonstrated in the projections shown at Appendix 6.

5.17 However the substantial backlog in footway maintenance means that while significant improvements can be gained with current investment, upper quartile status would require an additional investment of £3.25m per annum over and above the current £1.5m budget. Appendix 7 shows the impact of the current 10 year capital programme and the necessary additional funding needed to achieve the desired upper quartile status. This investment gap can at least be partly addressed in a number of ways including:

- Ensuring that appropriate contributions are sought where new development takes place and also where opportunities arise through funded traffic management improvement programmes.
- The short section repair proposals for footway maintenance indicated within the proposed budget split set out in Appendix 5 will also help to address the backlog.
- A review of the Council's streetscape design strategy which is currently the subject of further consultation. Use of blacktop resurfacing rather than the introduction of paving slabs in residential areas outside of town centres would allow substantially more footways to be replaced annually as also illustrated in Appendix 7. Greater resilience and resulting lower maintenance costs are also a consideration.

Reactive Highway Maintenance

5.18 As part of the further developed asset management plan, a new reactive maintenance approach has also been adopted which reflects current national guidance on best practice.

5.19 Historically three categories of defect have been used by highway inspectors when determining appropriate action, namely:

- 2 hour emergency call-out – attendance and make safe within 2 hours
- 7 day – completion within 7 days
- 28 day – completion within 28 days

These criteria have until now been applied irrespective of the location of a defect and the resulting risk to road or footway users.

5.20 The new approach sets out a robust defect inspection, recording, and rectification regime to address faults that represent a risk to all road users and thereby minimise the risk of resulting claims for damages against the Council. While the existing procedure simply prioritises intervention on the basis of the severity of a fault irrespective of location, the new approach defines the way in

which defects will be prioritised having regard for the actual location, and the specific level of vehicular, cycle and pedestrian use in order to ensure the safety of the travelling public whilst minimising unnecessary “early stage” repairs to minor defects. The resulting risk based assessment matrix is set out in Appendix 8

- 5.21 This new approach to prioritisation and identification of planned maintenance works will also contribute to addressing the notably poor footway condition in the borough previously discussed. The short section repair programme will be particularly helpful as it will provide an investment budget each year that can be used to target lengths of footway that have multiple defects, and which could therefore be repaired as part of a wider capital maintenance programme, as opposed to piecemeal reactive repairs of individual defects as and when they are inspected or reported. While taking those actions into account the Council will still need to continue to review the amount of money available for reactive maintenance.

Highway Structures/Bridges

- 5.22 TfL, via the London Bridges Engineering Group (LoBEG), have funded an initial allocation of £310,000 for the replacement of Station Road Bridge. This will commence during 2017/18 for completion in 2018/19. The total cost of the project is estimated to be £2million which will be fully funded by TfL. Further in year allocation will be received from TfL as the project progresses.
- 5.23 Listed building consent was received during 2015/16 for anti-suicide measures on Hornsey Lane Bridge. It is expected that implementation of these measures will take place in 2017/18 and 2018/19 financial years. Funding for these works is estimated to be £750,000; we are still under discussion with TfL and London Borough of Islington about the exact make up of this funding. An allocation of £120,000 has been set aside for 2017/18 from the TfL LIP to contribute to the project. It is expected to that a similar amount will be required from the 2018/19 LIP as well.
- 5.24 A total of £540,000 has been allocated to improve and make safe retaining walls on Highgate Hill and North Hill.

Street Lighting

- 5.25 There are approximately 18,600 lighting columns along the public highway under the responsibility of Haringey Council. In 2002 the Council adopted a “white light” policy and have since delivered a rolling programme of lighting column replacement to meet EU standards. The three main objectives through this programme are to improve our lighting stock, to reduce the risk of crime through improved lighting conditions and to reduce CO₂ emissions.
- 5.26 The life expectancy for columns is about 30 years and at present approximately 4300 columns are in need of replacement. The columns considered most at risk from failure are our aluminium and concrete columns. Many of our concrete columns have previously had steel sleeves fitted to extend their life expectancy.

- 5.27 The programmed number of columns to be replaced in 2017/18 is 278 and a budget of £620,000 has been allocated for this work.
- 5.28 A fund of £280,000 has been allocated to continue the LED (light-emitting diode) replacement programme which will replace 600 lanterns.
- 5.29 In addition to this, £100,000 has also been set aside for Festive lighting which will include a rolling programme of maintenance and replace of the infrastructure.
- 5.30 A 3 year column and LED replacement programmes are proposed. Each year's STWP will present a fixed programme for the first year and provisional programmes for subsequent two years. This will allow for the best whole life options to be identified while allowing for any emerging issues to be considered

Local Road Safety Schemes

- 5.31 LIP funding for accident reduction and road safety in 2017/18 is £495,000. This will be used to deliver remedial measures at identified casualty hot spots and speed reduction locations.
- 5.32 A study was undertaken during 2015/16 to investigate potential measures along Park Road and Crouch End Broadway. The first stage of delivery was undertaken in 2016/17 and further measures will be implemented in 2017/18. Investigations during 2016/17 also identified proposals at the Philip Lane/Lawrence Road and Downhill's Way/Belmont Road junctions and Perth Road. These will also be implemented in 2017/18.
- 5.33 A budget of £100,000 is set aside for further investigations and reactive road safety measures identified during the year included within the work plan is Ferme Park Road.

Parking Plan

- 5.34 The main objective of the parking plan is to address community parking pressure across the borough through the introduction of controlled parking zones (CPZ's), the review of existing CPZ's and the ongoing assessment of waiting and loading activity.
- 5.35 The council is investing £300k in the programme which will include assessment of parking conditions /level of support for parking controls in Muswell Hill, Alexander Palace, Hornsey North and Tottenham Hale. The review of existing CPZ's in St Ann's, Woodside West, Bounds Green East, White Hart Lane, Bruce Grove North, Bruce Grove West, Crouch End and Wood Green, working with the wider community and ward Councillors to agree measures. Review of parking, waiting and loading restrictions on main roads including Green Lanes will also be undertaken. The above work streams are subject to engagement with local councillors and the Cabinet Member for Environment.

5.36 Also an additional £144k of external funding is available to address parking pressures arising from new developments.

Drainage

5.37 A budget of £530,000 has been allocated for drainage; the drainage budget will be used to alleviate flood risk and flood hazards in the borough. The outcome will be to seek a reduction in the number of locations in the borough where there are repeat incidents of flooding after heavy or persistent rainfall. Improvements in the future resilience of the network are vital to maintain public satisfaction and to ensure that the borough remains a vibrant, diverse and attractive place for people to live and work.

Cycling Schemes

5.38 Officers have also been working with TfL and Sustrans in the development of the Haringey section of the Farringdon to Bowes Park and Hornsey to North Hill cycle Quietways Routes. This is an additional £1million funding to the LIP and once confirmation is received of the funding, then work can commence on the delivery of the projects during 2017/18.

5.39 Officers will be promoting cycling through a substantial cycle training programme and providing additional cycle parking. A further £70,000 will be used to expand the highly popular bike hangar programme by adding new sites where demand has been identified.

5.40 In partnership with TfL the Haringey section of Cycle Superhighway route 1 (CS1) was completed in April 2016. It runs between White Hart Lane stadium and Liverpool Street station. During 2017/18 work will commence on the development of new local cycle routes within Tottenham linking with CS1 supporting the regeneration of the area.

Walking Schemes

5.41 The programme of installing pedestrian improvement measures will continue with the completion of the improvements on Priory Road which commenced in 2016/17.

5.42 Funding has also been set aside to deliver pedestrian improvements around schools, and to improve safety at the Station Road/ Lordship Lane junction and to commence development of scheme to improve pedestrian facilities at the Roundway / Lordship Lane junction.

Active Travel

5.43 Active Travel is delivering a range of activities which encourages reduced car use through behaviour change. The programme focuses on three key themes;
Cycling, Active Travel and Health

- 5.44 Projects includes, cycle training, supporting measures, such as cycling grants for schools to encourage cycling from a young age, and grants to community organisations to encourage people who currently rely on car use, to walk and cycle more. The successful Personal Travel Planning (PTP) project will continue, encouraging residents away from the car dependent, sedentary lifestyles, to healthier and more active modes of sustainable transport.
- 5.45 Reducing road casualties but emphasising on the reduction of the number of children killed and seriously injured. Projects will include a range of road safety messages through schools aimed at both pupils and parents, and motorcycle safety campaigns.
- 5.46 Projects include raising awareness through road shows and particularly amongst young people through schools, about the dangers of air pollution and how it can be reduced by travelling more sustainably.

Local Transport Funds

- 5.47 In line with every other London borough TfL has allocated £100,000 to the Council to develop local transport projects for 2016/17. This will be used to support the Haringey Community Transport scheme, meeting the needs of people unable to use conventional public transport as well as providing a service for local community groups. Elements of the allocation will also be used to promote sustainable modes of transport by supporting and promoting further electrical vehicle charging and car clubs.

Major Projects – White Hart lane

- 5.48 The Council successfully completed the step one bid to TfL for £5m funding to develop and deliver a public realm project linking White Hart Lane station and the new THFC stadium. The allocation of £200,000 is to continue the development of the project. Further funding to commence delivery of the project will be sought in year from TfL when the design of the project is completed and the Local Safety Schemes (LSS) programme.

Tottenham Regeneration Projects

- 5.49 The Northumberland Development Project (NDP) surrounding the Spurs stadium is funded to the tune of £4million; £3.5million from the GLA and Haringey contributing £500,000 for Phase 2. The remaining works to be carried out are public realm improvements in Worcester Avenue. Implementation will not take place until after completion of the stadium, but design is likely to commence in 2017/18 subject to the confirmation of funding.
- 5.50 A series of other projects including Markfield Road phase 2, Chestnut Road, Ferry Lane and Marsh Lane salt barn will progress in conjunction with the Tottenham Regeneration Team and Major Capital Projects Teams subject to confirmation of funding. Further projects may occur in year and will be delivered as part of the STWP. These projects will support the regeneration of the borough.

Developer Funded Schemes

5.51 These are obligations under Section 106 of the Town and Country Planning Act 1990 and section 278 of the Highways Act 1980. They are focused on site specific mitigation of the impact of the development by modification of the existing highways network. They are identified and funded by the developer as part of the planning process

London Highways Alliance Contract (LoHAC)

5.52 The Council joined the LoHAC framework by signing a “call-off” contract for a number of services in June 2013. The form of call-off contract is the NEC3 Term Service Contract. The existing LoHAC call off contract with Ringway–Jacobs covers the delivery of all the planned, cyclic and reactive highways and street lighting works comprising of a combination of core services and task orders.

5.53 The highways element of the contract covers all types of highways maintenance including planned works such as carriageway resurfacing, renewal of footways, traffic management schemes, reactive highways maintenance and gully cleansing. The street lighting elements include all new lighting schemes, illuminated signs and bollards, ducting and reactive street lighting. The call off contract has also been used for works not on the public highway including estates managed by Homes for Haringey.

5.54 Current Member approvals for the use of this contract extend until June 2021.

5.55 The LoHAC framework allows for the provision of a number of additional services not currently included within the current “call-off”.

5.56 Approval is sought to add an additional service to the existing call off; service 5 – “Design Services”. This additional “call-off” will be for a one year period covering the 2017/18 financial year. This is specifically being sought to allow the option of specialist design and build project associated with the Marsh Lane depot site to be considered via the LoHAC arrangement. With the potential to offer saving in regards to cost and time associated with the project. It will also allow greater flexibility within the Operations Service to deliver its programmes during the current transitional period.

5.57 Haringey is not obliged to order any works under this contact but may issue specific orders as it feels appropriate and can stop using the LoHAC framework at any time.

Transport Strategy

5.58 The new Haringey Transport Strategy is under development and is due to be taken to September cabinet before a 6 week consultation. Member consultation and consultation with the Transport Forum is planned. Following

consultation it is envisaged that the final strategy will go back to Cabinet for adoption in February/March 2018.

The New Mayor’s Transport Strategy is expected in June and new LiP guidance is also expected in June. The Borough will need to submit its new LiP bid in November and consultation on the strategy will feed into this bid. The new 3 year LiP will follow on from the Transport Strategy and will be developed next year.

The proposed vision for the Transport Strategy is as follows:

‘Transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all’

There will also be the following strategies that will sit under the Transport Strategy:

- Walking and cycling strategy
- Parking strategy
- Health and wellbeing strategy
- Air quality strategy

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 and parking plan are 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 2017/18 is funded as follows:

Funding	Programme	£m
External Investment		

	TfL Grant and Other confirmed TfL Funding	2,854
	TfL Bus Measures	TBC
	TfL Structures	345
	TfL Cycle Quietways	TBC
	Section 106/278 Developer Agreement	1,575.5
	Tottenham Regeneration projects	TBC
	GLA funded NDP phase 2	TBC
	Subtotal external investment	4774.5
Council Capital	Planned carriageway maintenance works budget	3,000
	Street Lighting and Column replacement	1,000
	Drainage (Flood Water Management)	530
	Highways Structures	540
	Parking Plan	300
	Subtotal Council Investment	5370
Total		10,144.5

- 6.3 It should be noted that S106/278 developer funding is subject to variation and is dependent on the progress of associated developments.
- 6.4 Within the 10 year capital strategy agreed by Cabinet in June 2016 allocations were made to planned carriageway maintenance, street lighting & column replacement, Drainage, Highways structures and the parking plan programmes. These allocations are reflected in the report and the table above.
- 6.5 Officers will need to ensure that the programme of individual works under each heading is contained within the overall budget allocation.

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 financial year 2017/18 and the consultation process.
- 7.2 This is a key decision and the Service has confirmed it is listed on the Forward Plan.
- 7.3 The Assistant Director of Corporate Governance confirms there are no legal reasons preventing the Cabinet Member for Environment from approving the recommendations in the report.

8 Procurement Comments

Not Applicable.

9 Equalities and Community Cohesion Comments

9.1 The Council has a public sector equality duty under the Equalities Act (2010) to have due regard to:

- Tackle discrimination and victimisation of persons that share the characteristics protected under S4 of the Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;
- advance equality of opportunity between people who share those protected characteristics and people who do not;
- foster good relations between people who share those characteristics and people who do not.

9.2 An Equalities Impact Assessment formed part of the statutory consultation process in 2010 which informed the development of the [Local Implementation Plan 2011-31 \(LIP\)](#). The LIP sets out the objectives, delivery plans and monitoring arrangements for all transport scheme proposals, including those contained in the Sustainable Transport Works Plan 2017/18.

9.3 The EQIA assessment found that the LIP programme is not likely to have a disproportionate adverse impact on any of the protected characteristics. One of the LIP's core objectives is to reduce deprivation and health inequalities through increasing accessibility to essential services such as employment, health, leisure and education facilities for those groups who need them most. Measures that increase cycling and walking through improved safety and awareness, aim to improve the health and wellbeing for particular groups who are known to currently face inequalities.

9.4 A key recommendation from the LIP EqIA was the need for more detailed monitoring data to be collected for all groups regarding modal share and travel habits. This was incorporated into the performance monitoring plan for the LIP, and will be part of the schemes set out in the Sustainable Transport Work Programme 2017/18. This will inform the development and delivery of the schemes.

9.5 The improved communication and engagement measures set out in the Sustainable Transport Work Programme 2017/18 will increase awareness of works and minimise disruption caused at implementation stages. This will allow residents adequate time to make alternative arrangements, and any necessary adjustments will be made on a scheme by scheme basis ensuring access affected groups including, disabled and elderly residents.

9.6 For each new major scheme which the Council undertakes through the LIP and Sustainable Transport Work Programmes, a full EqIA should be undertaken to inform the design and delivery of the scheme.

10 Policy Implications

- 10.1 The programmes and schemes in the STWP 2017/18 support the delivery of a number of Corporate Plan priorities, programmes and cross cutting themes, as well as other key policies as set out within this report.

Local Plan - Strategic Policy 7

- 10.2 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 2017/18 STWP, in particular walking, cycling and road safety schemes support the delivery of SP7.

The draft Transport Strategy

- 10.3 The draft Transport Strategy sets out how transport initiatives will deliver Corporate Plan Priorities and the role that SWTP projects and programmes play in achieving outcomes. The Strategy will be presented for approval to Cabinet in 2017/18.
- 10.4 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 active travel programmes and cycling and walking projects and schemes, including those being implemented through the Borough Cycling programme.

11. Consultation and Engagement

- 11.1 We are committed to ensuring that local communities are involved in identifying and developing highways schemes in their neighbourhoods. Ward Councillors, and other key stakeholders, for example Haringey Cycling Campaign (HCC), Bus Operators and Haringey Disability First Consortium were consulted in 2015 and 2016 when developing priorities for the Sustainable Transport Works Plan. The four key areas identified through that consultation were;

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

- 11.2 Each of these areas is prioritised for investment in the 2017/18 programme.

- 11.3 The Council will continue to improve the quality of information available to residents and other interested parties on transport projects planned for their

areas. This will involve information being made readily available on the Council's website, as well as through improved works signage and advance warning of all highways works. This will minimise disruption and inconvenience associated with works.

12. Reasons for Decision

12.1 To seek authority to proceed to implementation of the proposed works plan.

13. Use of Appendices

- 13.1** Appendix 1 – Works by Ward
Appendix 2 – Highlights of 2016/2017 STWP
Appendix 3 – Funding by objective
Appendix 4 - Consultation process by Scheme

14 Local Government (Access to Information) Act 1985

- Corporate Plan 2014- 2018
- Draft Transport Strategy
- Local Plan
- Highways Asset Management Plan
- Final Local Implementation Plan October 2011
- Local Implementation Plan – 3 Year Delivery Plan 2014-17
- Cabinet Report, Annual Spending Submission for 2017/18, 18th October 2016.
- LIP funding allocation letter from TfL, 16th December 2016
- Sustainable Transport Works Plan 2016/17

15 Web links to schemes

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