

4. Performance Monitoring Plan

4.1 Introduction

The Performance Monitoring Plan comprises a number of Core Targets and Local Targets and associated performance indicators.

Core targets for the five mandatory indicators [mode share, bus service reliability, asset condition, road traffic casualties and CO2 emissions] are set out below.

We are also proposing a number of non-mandatory indicators with associated targets to reflect our focus on key transport issues. A summary of the performance monitoring targets, including base year and baseline data, target year and target outcome, and the anticipated target trajectory is summarised in Proforma B at the end of this chapter.

In setting both short- and long-term targets we have sought to assess the likely impact of our proposals and programmes, taking into account funding availability and the effectiveness of particular interventions. In all cases action from other parties and organisations is required, and the Council will work in partnership with others to meet the targets. There are risks associated with the achievement of the targets as described in each target.

Progress against the targets will be reviewed on an ongoing basis, and any areas of under- or over-performance identified. If necessary and in discussion with TfL the targets can be revised on a three-yearly/triennial basis going forward.

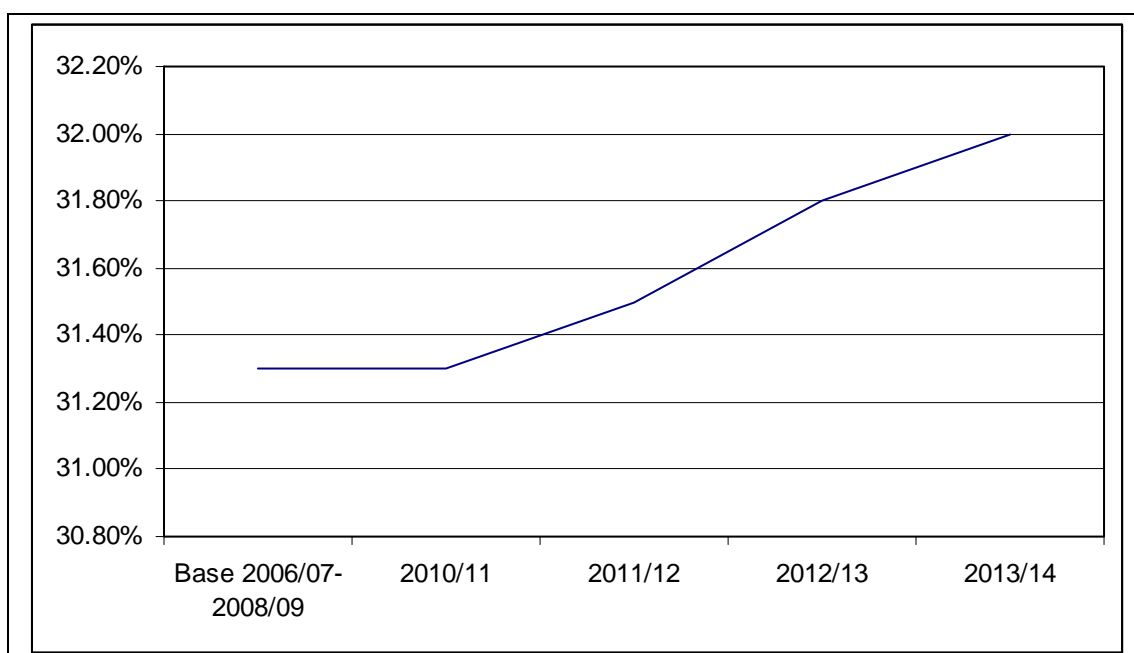
4.2 Core Targets

<p>LIP Mandatory Target: Walking mode share Proportion of walking trips by London residents where the trip origin is in Haringey</p>	
Long term target	35% walking mode share by 2030/31
Short term target	32% walking mode share by 2013/14
Data source	London Travel Demand Survey data provided by TfL
Link to LIP objectives	Obj. 2,3,4,6,7 and 8
Evidence that the target is realistic and ambitious	<p>The current proportion of walking trips by residents [31.3% average between 2006/07 – 2008/09] puts the Borough in second quartile London-wide but only 4 outer London boroughs out of 20 has a higher proportion of walking trips. The current proportion is also higher than the adjoining outer London boroughs of Waltham Forest, Enfield and Barnet. The adjoining Inner London boroughs of Hackney, Islington and Camden all have a higher proportion of walking trips. The target reflects proposals to improve walking routes such as through S 106 funded improvements for Spurs development, urban realm enhancements such as on Green Lanes and Wood Green High Road, smarter travel initiatives and footway enhancements. The predicted increases in employment and population setting a target for increasing modal share is considered ambitious as Haringey's population is expected to increase by about 35,000 between 2006 and 2026.</p>
Key actions for the Council	<p>Our key actions are:</p> <ul style="list-style-type: none"> • Encourage walking through environmental streets, Greenways pedestrian/cycle routes and neighbourhood/corridors schemes • Urban realm improvements to Wood Green town centre • Improvements to footway surfacing • Improved road safety measures such as pedestrian crossings and child pedestrian training • Enhancements to walking environment such as through street lighting programme and accessibility measures • Support for walking through smarter travel initiatives either as a single borough or with adjoining boroughs • Improving pedestrian environment through development planning process
Key actions for local partners	<p>Partners in NHS and Children's and Young Peoples Service have a key role in supporting smarter travel projects for residents and schools. With public health promotion being led by local</p>

	<p>authorities different departments of the Council will have key roles in delivering smarter travel messages. Sub regional partnership for North London to manage workplace travel plans with local businesses. Corporate support for the Council's own staff travel plan.</p>
Principal risks and how they will be managed	<ul style="list-style-type: none"> • The principal risks would be from constrained staffing resources, delays to implementation from Network Assurance, signal design capacity, developer contributions failing to come through arising from delays to construction. • The Council may need to reduce funding for footway enhancements and street lighting replacement to reflect overall reductions in capital allocations. • Mitigation of the potential impact on the process of implementing the projects would be through effective project management. • We may re-allocate funding from other transport projects if targets are unlikely to be met. • The Greenways project would benefit both pedestrians and cyclists and we may want to re-allocate funding to support both more walking and cycling

Interim Milestones

Base 2006/07- 2008/09	2010/11	2011/12	2012/13	2013/14
31.3%	31.3%	31.5%	31.8%	32.0%

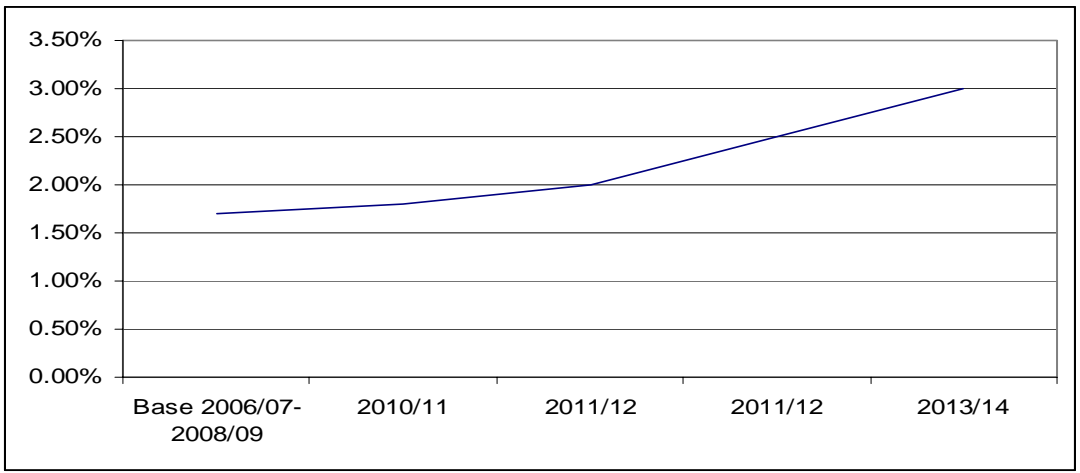


LIP Mandatory Target: Cycling mode share Proportion of cycling trips by London residents where the trip origin is in Haringey	
Long term target	5% cycling mode share by 2025/26
Short term target	3% cycling mode share by 2013/14
Data source	London Travel Demand Survey data provided by TfL
Link to LIP objectives	Obj. 2,3,4,6,7 and 8
Evidence that the target is realistic and ambitious	On average between 2006 and 2009, there were approximately 10,500 cycle trips per day by Haringey residents. DfT cycle count data shows that on average there was an 8% increase in cycle trips per year between 1999 and 2008. Assuming the same rate of growth between 2009 and 2013/14, cycle trips could increase to about 14,000 or 3% of all daily trips assuming no overall increase in trip making by Haringey residents. This target is considered ambitious given there is no evidence that cycle growth would increase at the same compound rate and that there will be increases in population and employment in Haringey. These targets and milestones are considered realistic as work done by TfL on the potential for new cycling trips shows that 36% of all trips currently made by mechanised mode in Haringey are potentially cyclable. This excludes trips that might not reasonably be cycled (such as those by young or elderly people) and does not suggest that these trips could or would transfer to cycling but can be seen as the maximum potential for cycling trips (which is significantly higher than the 5% target proposed).Haringey's biking borough status also enables the Council to provide sufficient investment to encourage the uptake of cycling in the borough.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Implementing Biking Borough initiatives • Greenways programme of cycling and walking routes • Extending local cycle routes • Improved road safety through local safety schemes, environmental streets and 20mph zones • Cycle training and cycle parking programmes • Support for Cycle Superhighways • Smarter travel initiatives either as a single borough or in a partnership with adjoining boroughs • Implementation of minimum cycle parking standards for developments

	<ul style="list-style-type: none"> Seeking contributions for enhancing cycle facilities through the planning process [S 106/S 278]
Key actions for local partners	Partners in NHS and Children's and Young Peoples Service have a key role in supporting smarter travel projects for residents and schools. The recently established Director of Public Health within the Council will have a key role in working with other council departments in delivering smarter travel messages. Sub regional partnership for North London to manage workplace travel plans with local businesses. Corporate support for the Council's own staff travel plan.
Principal risks and how they will be managed	<ul style="list-style-type: none"> The principal risks would be from constrained staffing resources, delays to implementation from Network Assurance, signal design capacity, developer contributions failing to come through arising from delays to construction. Traffic volumes and accident rates increase deterring greater take up of cycling. This could be managed by targeted cycle training and reallocating smarter travel funds to this area The Council may need to reduce funding for Biking Borough and other planned cycling projects to reflect overall reductions in capital allocations. Mitigation of the potential impact on the process of implementing the projects would be through effective project management. We may re-allocate funding from other transport projects if targets are unlikely to be met. The Greenways project would benefit both pedestrians and cyclists and we may want to re-allocate funding to support both more walking and cycling We will seek to ensure delivery of our projects by effective project management.

Interim Milestones

Base 2006/07- 2008/09	2010/11	2011/12	2011/12	2013/14
1.7%	1.8%	2.0%	2.5%	3%

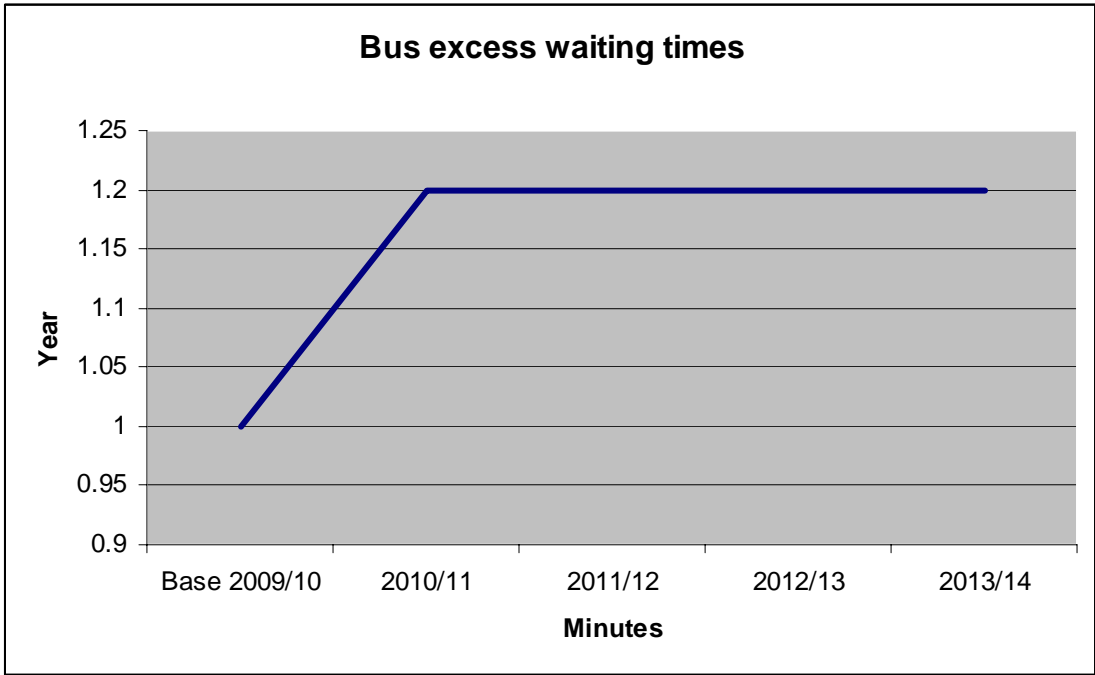


LIP Mandatory Target: Bus service reliability Excess wait time for High Frequency bus services	
Long term target	1.2 minutes excess wait time by 2030/31
Short term target	1.2 minutes excess wait time by 2013/14
Data source	Quality of Service Indicators [QSI] provided by TfL
Link to LIP objectives	Obj. 2 and 5
Evidence that the target is realistic and ambitious	Over the period 2008-10, Excess Wait Time was 1.0 minutes on average. This places the Borough in the bottom quartile. The short term target of 1.2 minutes is based on TfL Business Plan projections for 2009/10 to 2017/18. A target of 1.2 minutes EWT for 2031 is the current average for outer London boroughs. This is considered realistic within the context of likely reductions in service frequency as EWT is related to service frequency, increased population and employment leading to increased traffic and the cessation of the 3G project.
Key actions for the Council	We are seeking funding for a Major Scheme for Wood Green High Road and the surrounding area. This will focus on urban realm, improvements to bus service reliability, road safety improvements and better access by walking and cycling. Measures to reduce road user casualties and improvements to cycling and bus service reliability are proposed for a corridor scheme for Green Lanes between St Ann's Road and Endymion Road. General measures to support less use of the car would assist reliability eg travel planning, smarter travel, more walking and cycling through behavioural change and physical measures. Accessibility measures would assist buses servicing stops and reduce stop dwell times.
Key actions for local partners	Bus operators can support this target through better driver behaviour and contract management by TfL. TfL is a key partner as it is responsible for bus service planning including service frequency, routeing and bus fares.
Principal risks and how they will be managed	Key risks: <ul style="list-style-type: none"> • reductions in service frequency, bus fare increases • increases in traffic volumes and thereby adding to bus delays • funding for a major scheme not coming forward • overall reduction in funding for measures to reduce car use arising from reduced capital allocations • As a Council we would seek to minimise service reductions and pursue our policies in the LIP to minimise the potential for

	additional traffic. If funding for a major scheme for Wood Green Town Centre were not to be forthcoming, we would consider single block funding for a less extensive scheme with lower overall benefits.
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Interim Milestones

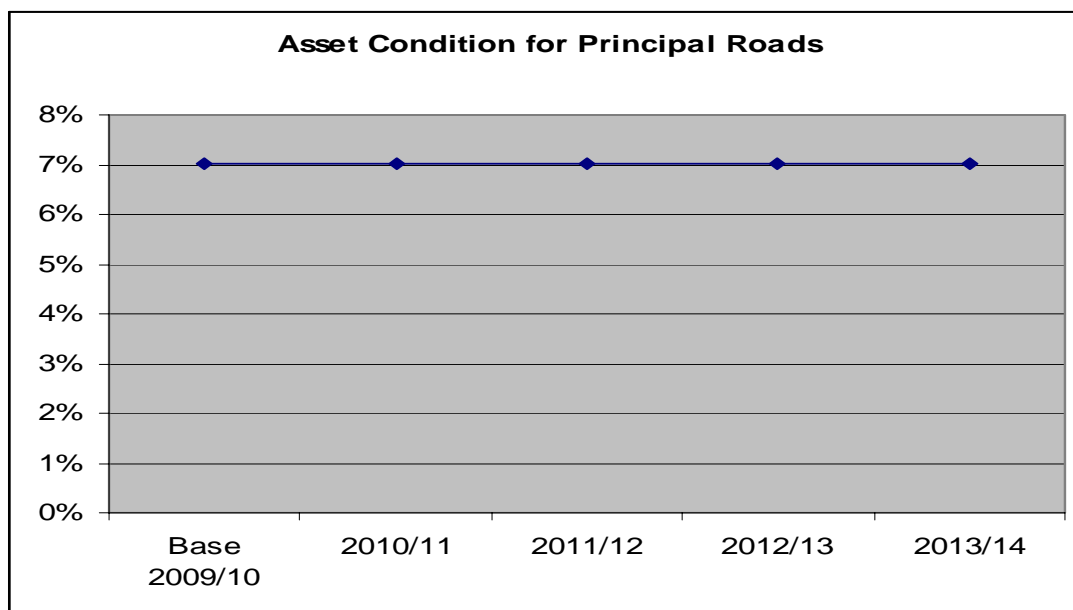
Base 2009/10	2010/11	2011/12	2012/13	2013/14
1.0	1.2	1.2	1.2	1.2



LIP Mandatory Target: Asset condition Proportion of principal road network with UKPMS score of >70 and where maintenance should be considered	
Long term target	UKPMS score of >70 to 6% by 2017/18
Short term target	UKPMS score of >70 to 7% by 2013/14
Data source	DVI data collected by LB Hammersmith and Fulham
Link to LIP objectives	Obj. 9
Evidence that the target is realistic and ambitious	Current performance [2009/10] is for 7% of principal road network with UKPMS score of >70. The funding likely to be made available through Maintenance funding is only expected to maintain the current standard of the Principal Road network. Recent performance has shown condition of the principal roads has worsened. Future performance over the next 20 years is very much geared to future funding and it is likely only a modest improvement in condition would be achieved.
Key actions for the Council	Enhancements will be targeted at roads with the highest UKPMS score but would also be targeted at achieving maximum benefit by complementing other TfL funded schemes such as Tottenham gyratory.
Key actions for local partners	Close working with our contractor will be required through the new contractual arrangements for delivering highways works schemes. The target relates to all principal roads in the Borough including those operated by TfL. We will work with TfL to achieve the best outcomes for our main road network.
Principal risks and how they will be managed	Weather can have a major impact on the state of the Borough's Principal roads as the weather during the 2010 and 2011 winters have shown. A lower level of funding than anticipated can adversely affect future performance. We would target funding at those roads suffering the worst road condition. We would also consider the role of re-surfacing rather than full re-construction in meeting our target.

Interim Milestones

Base 2009/10	2010/11	2011/12	2012/13	2013/14
7%	7%	7%	7%	7%

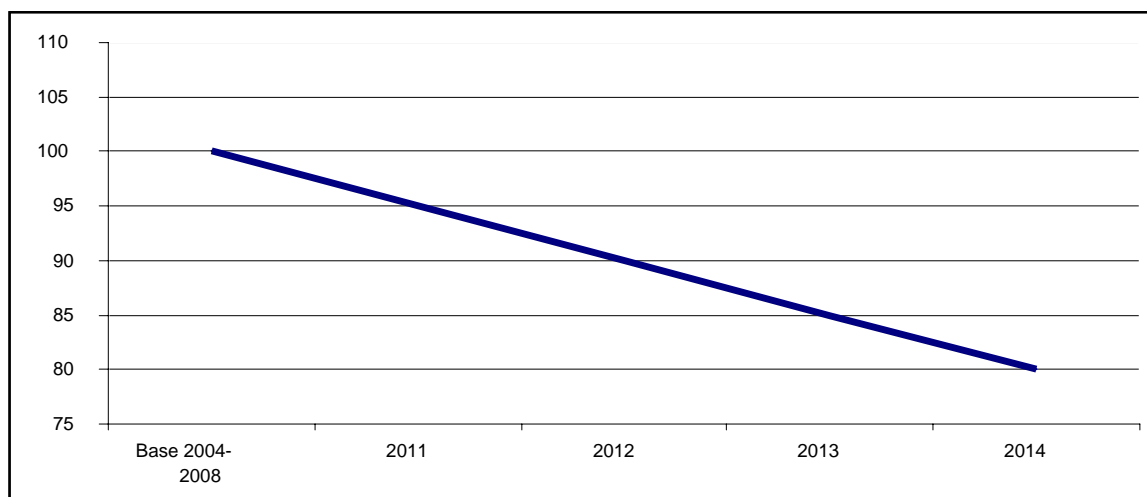


LIP Mandatory Target: Road traffic casualties	
Reduce the number of people killed and seriously injured	
Long term target	Reduce KSI casualties by 40% by 2020
Short term target	Reduce KSI casualties by 20% by 2013
Data source	Modal Policy Unit, Transport for London
Link to LIP objectives	Obj. 4
Evidence that the target is realistic and ambitious	There are 100 KSI casualties for the 2004/8 base. Total killed and seriously injured [KSI] casualties was 39% lower in 2009 compared with baseline 1994/8 average used to set the Mayoral target of 50% reduction by 2010. Comparing the latest three year data [2007-9] a 47% reduction has been achieved from baseline. The MTS predicts a 50% reduction in KSIs from 2004/8 baseline by 2017. This prediction has been used to set a target for 2013 based on a linear projection. Road safety casualty reduction programmes have been delivered over many years and it is increasingly difficult to make substantial reductions in the short term. Data for London shows a levelling out in the reduction of KSI casualties since 2004. There is also the risk of more pedestrian and cycle casualties with increasing levels of cycling and walking. In addition around 25% of casualties in Haringey occur on the TLRN so the Council cannot directly address these but need to work in partnership with TfL. The absolute number of people killed or seriously injured in any one year is relatively and subject to random variation. Our 2020 target of a 40% reduction is consistent with DfT's estimates in the Government's Road Safety

	Strategy of a reduction in KSI's of 40% by 2020 (assuming a 2005-09 base). Our long term target of a reduction of 60% by 2031 is based on the recognition that it is increasingly difficult to reduce such casualties.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Implementation of local safety schemes • Implementation of 20mph zones/environmental streets approach • Developing road safety education, training and publicity initiatives • Develop smarter travel measures for schools • Introduce road safety measures as part of the Major Scheme for Wood Green Town Centre • Undertake cycle training to increase safe cycle usage • Work in partnership with the voluntary sector to target interventions at ethnic minorities who have disproportionately high numbers of casualties
Key actions for local partners	Joint working with the Council to reduce casualties among ethnic minorities. Work with local police and Children and Young People's Service on initiatives to reduce casualties. As noted above many casualties occur on the TLRN and TfL has a key role in reducing casualties on these roads.
Principal risks and how they will be managed	The key risks relate to the delivery of the projects and programmes and increases in cycling, walking and motorcycling leading to greater accident levels. Effective project management can assist delivery and smarter travel initiatives and pedestrian and cycle training can contribute to reducing accident levels.

Interim Milestones

Base 2004-2008	2011	2012	2013	2014
100	95	90	85	80

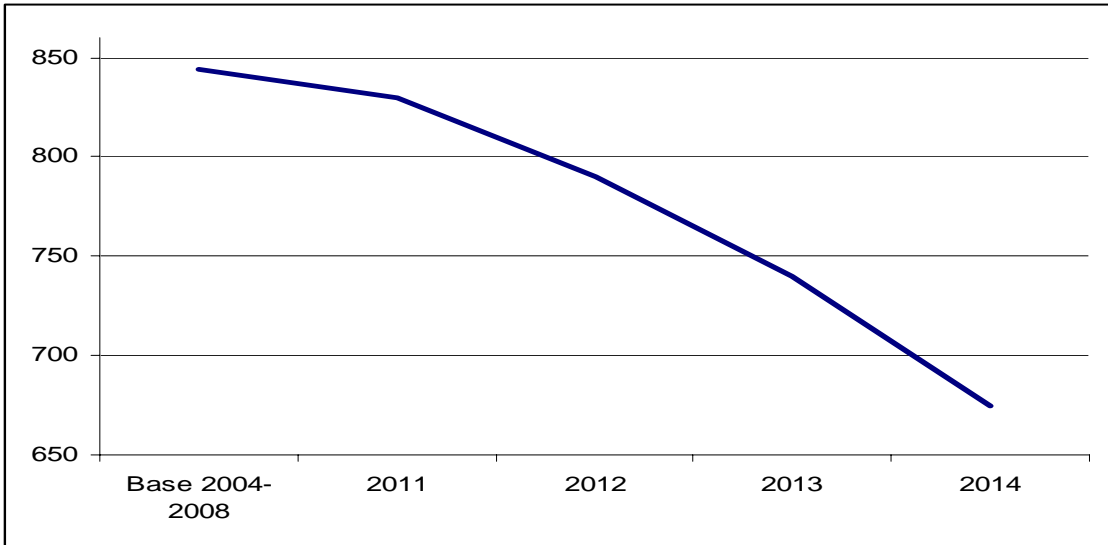


LIP Mandatory Target: Road traffic casualties	
Reduce the total number of casualties	
Long term target	Reduce all casualties by 60% by 2031
Short term target	Reduce all casualties by 20% by 2013
Data source	Modal Policy Unit, Transport for London
Link to LIP objectives	Obj. 4
Evidence that the target is realistic and ambitious	There are 844 casualties for 2004-8 base. Total casualties [KSI and slight] fell from 1170 in 1994/8 base to 1027 [- 13%] in 2009. The target is based on an assumed 50% reduction in KSIs London-wide by 2017 with the target for 2013 based on a linear projection. However, as the severity of the casualty cannot be reduced our target is based on reducing overall casualties. Road safety casualty reduction programmes have been delivered over many years and it is increasingly difficult to make substantial reductions in the short term. Data for London shows a levelling out in the reduction of slight casualties since 2006. There is also the risk of more pedestrian and cycle casualties with increasing levels of cycling and walking. In addition around 25% of casualties in Haringey occur on the TLRN so the Council cannot directly address these. We will therefore need to work in partnership with TfL to reduce total casualties Borough-wide.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Implementation of local safety schemes • Implementation of 20mph zones/DIY streets approach • Developing road safety education, training and publicity measures • Develop smarter travel measures for schools • Introduce road safety measures as part of the Major Scheme for Wood Green Town Centre • Work in partnership with the voluntary sector to target interventions at ethnic minorities who have disproportionately high numbers of casualties • Undertake cycle training to increase safe cycle usage
Key actions for local partners	Joint working within the Council to reduce casualties among ethnic minorities. Work with local police and Children and Young People's Service on initiatives to reduce casualties. As noted above many casualties occur on the TLRN and TfL has a key role in reducing casualties on these roads.
Principal risks and how	The key risks relate to the delivery of the projects

they will be managed	and programmes and increases in cycling, walking and motorcycling leading to greater accident levels. Effective project management can assist delivery and smarter travel initiatives and pedestrian and cycle training can contribute to reducing accident levels.
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Interim Milestones

Base 2004-2008	2011	2012	2013	2014
844	830	790	740	675

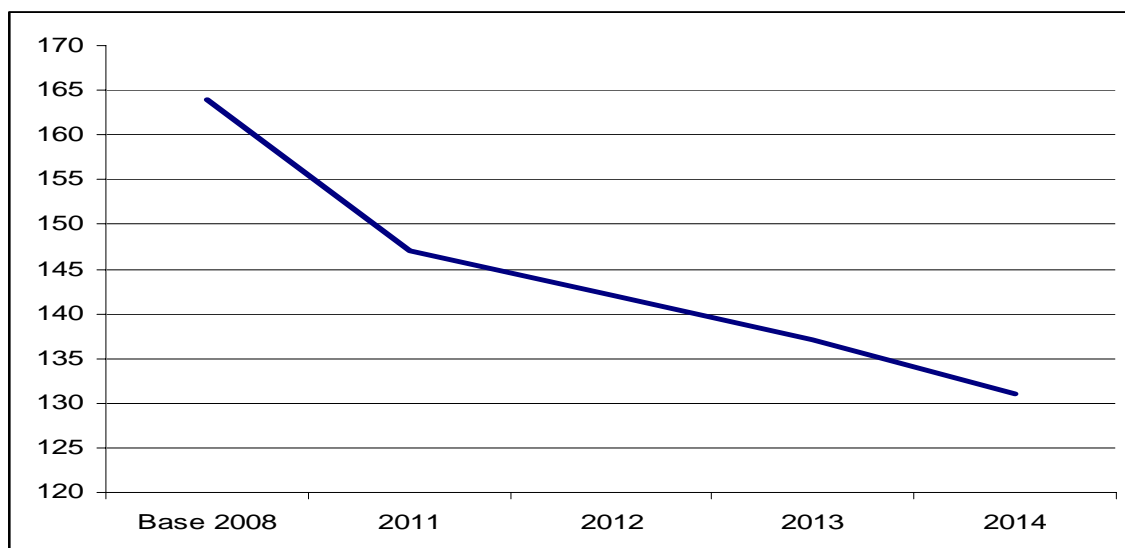


LIP Mandatory Target: Tonnes of CO2 emanating from ground based transport Reduce CO2 emissions	
Long term target	45.3% reduction in ground based transport CO2 emissions by 2020.
Short term target	16% reduction in CO2 emissions by 2013
Data source	GLA London Energy and Greenhouse Gas Inventory [LEGGI]
Link to LIP objectives	Obj. 7 and 11
Evidence that the target is realistic and ambitious	<p>Base year [2008] data shows 164 kilotonnes COs from ground based transport. Our interim target of 16% reduction by 2013 correspondences favourably with the Council's Carbon Management plan target of a 40% reduction in CO2 by 2020 from a 2005 base, which relates to all sources of CO2, including housing. The short and long term targets will be challenging to meet in the context of increasing population and employment within the Borough.. The Mayors target of a 60% reduction in London's CO2 by 2025, from a 1990 baseline, are expected to be predominately achieved from improved vehicle efficiency (based on EU policy targets for production of cleaner vehicles) and a significant increase in usage of low carbon vehicles. In order to achieve the 45.3% decrease in CO2 emissions in Haringey, a significant percentage of CO2 reductions will need to be achieved through TfL delivered measures, National and EU polices, which will be delivered in partnership with the borough, but are beyond the borough's direct influence through this LIP.</p> <p>To assist with delivering the CO2 reductions required through the LIP, the Council commissioned a study (in spring 2011) to analysis the impact of this LIP's delivery programme of interventions and polices for reducing CO2 emissions from transport in the borough by 2020. The final report will be completed in July 2011 and will provide:</p> <ul style="list-style-type: none"> • Impact assessment of LIP schemes and policies on total CO2 emissions by 2020. • Recommendations on priority CO2 reduction measures for the borough to achieve reductions targets. • Recommendations on most cost effective measures for delivering CO2 reductions.
Key actions for the Council	<p>Our key actions are:</p> <ul style="list-style-type: none"> • Implementing the projects and programmes to reduce car use such as environmental streets, Greenways cycle and pedestrian routes, local cycle routes, cycle training, car club expansion, Biking Borough initiatives,

	<p>cycle parking, smarter travel planning and major scheme for Wood Green town centre.</p> <ul style="list-style-type: none"> • Operating planning policies to reduce the need to travel and to encourage sustainable transport through provision of minimum cycle parking standards and maximum car parking standards and encourage the use of electric vehicles • Supporting the use of electric vehicles through the Council's travel plan and on and off street infrastructure provision
Key actions for local partners	<p>Smarter travel interventions require liaison with Children and Young Peoples Service and local schools; workplace travel plans to be promoted within sub regional partnership and developed by local businesses. Corporate working on staff travel plan would be part of the Council's actions. TfL delivered schemes, National Government and EU policy will deliver a significant percentage of CO2 reductions required to meet Haringey's and the Mayor's reduction targets.</p>
Principal risks and how they will be managed	<p>Key risks relate to the delivery of the projects and programmes in the Delivery Plan relating to Smarter Travel. Effective project management can assist delivery. Further take up of electric vehicles is dependent on better infrastructure but also depends on Government initiatives. Participation in a London-wide electric vehicle scheme can minimise the risk of a low take up.</p>

Interim Milestones

Base 2008	2011	2012	2013	2014
164 kilotonnes	147.44	142.3	137.34	131 kilotonnes



4.3 Local Targets

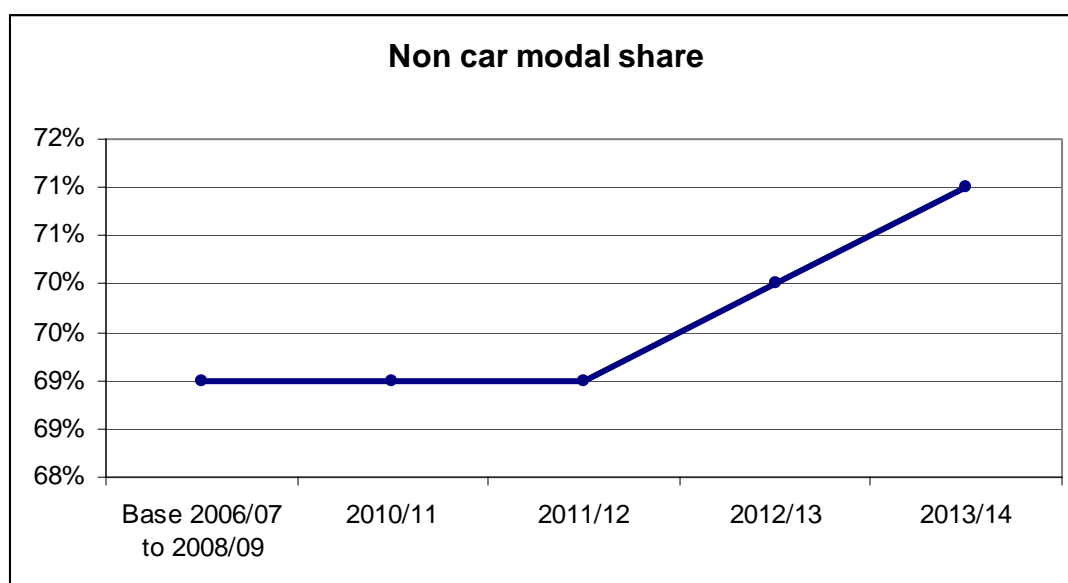
We have identified a number of local targets which will support and complement the mandatory targets as these reflect the Council's local priorities identified through the consultation on the Issues and Challenges and Better Place survey of local residents.

LIP Non-mandatory Target: Non-car mode share Proportion of travel by means other than the car by London residents where the trip origin is in Haringey.	
Long term target	75% mode share by 2030/31
Short term target	71% mode share by 2013/14
Data source	London Travel Demand Survey data provided by TfL
Link to LIP objectives	Obj. 2,3,4,6,7,8 and 10
Evidence that the target is realistic and ambitious	Over the period 2006-2009 69% of journeys by Haringey residents were by means other than the car. No overall data for our performance on non-car travel is available. TfL data shows that our proportion of travel by car [31%] puts the Council into the second quartile. However, this proportion by car is equal lowest in Outer London [with LB Newham] and is more in line with Inner London boroughs [4 Inner London boroughs have equal or higher proportion of residents travel by car]. Our target therefore reflects the characteristics of the Borough, the difficulty in making significant mode shift change from the private car, our regeneration aspirations for Tottenham Hale and Haringey Heartlands and our focus on smarter travel.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Encouraging more walking and cycling and enhance urban realm through the actions in the Delivery Plan including Greenways, Biking Borough programme, cycle training, local cycle routes and DIY streets • Support enhancements to bus services and service reliability through our Corridors/Neighbourhoods/Supporting measures programme and Major Scheme for Wood Green; • Support expansion of car club scheme to March 2011 and in future years and require additional car clubs as part of development planning. • Support delivery of 2 cycle superhighways – route 12 by March 2013 and route 1 by 2015 • Support Smarter Travel initiatives as described in the Delivery Plan

	<ul style="list-style-type: none"> Support restrictive car parking provision as part of development proposals including car free developments and on site provision of cycle parking
Key actions for local partners	Partners in NHS and Children's and Young Peoples Service have a key role in supporting smarter travel projects for residents and schools. Sub regional partnership for North London to manage workplace travel plans with local businesses. Corporate support for the Council's own staff travel plan. Work with developers to support additional car club bays.
Principal risks and how they will be managed	Support for regeneration of the Borough may lead to higher proportion of car travel than currently. Possible reductions in public transport services and reduction in investment by TfL on the underground network may adversely affect capacity of public transport to deliver sustainable development. The implementation of projects and programmes may not be line with our Delivery Plan. We will seek to manage traffic generation from new developments through operation of planning and parking policies to reduce car ownership. We will seek to ensure delivery of our projects by effective project management.

Interim Milestones

Base 2006/07 to 2008/09	2010/11	2011/12	2012/13	2013/14
69%	69%	69%	70%	71%

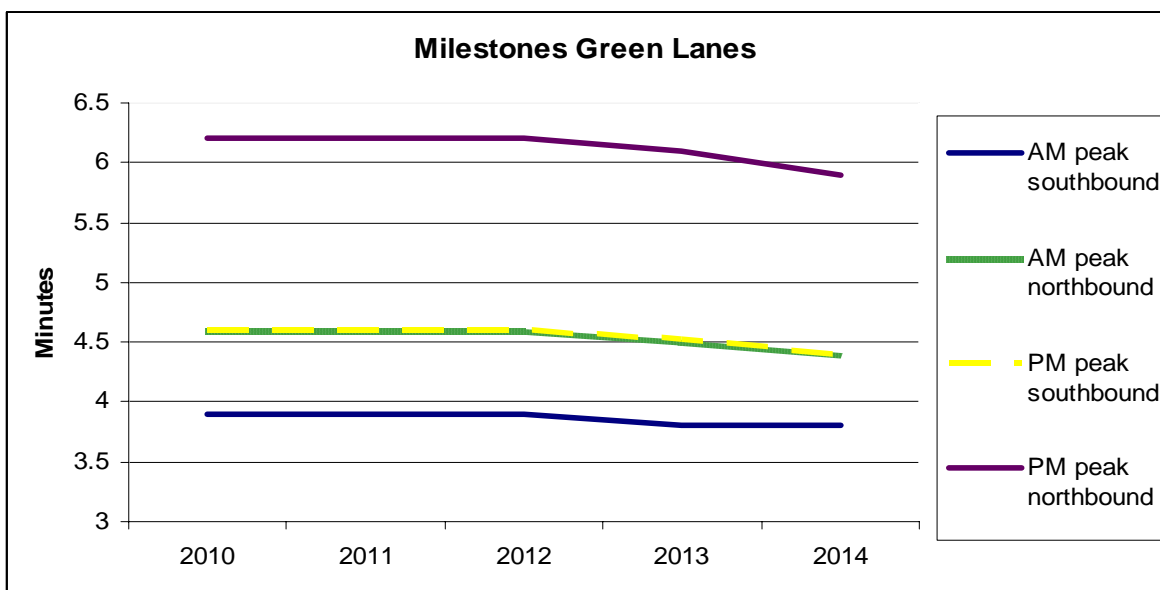


LIP Non-mandatory Target: Bus service reliability Journey times for High Frequency bus services for peak periods.	
Short term target	Reduced journey times for Wood Green High Road and Green Lanes by 5% by 2013/14
Data source	iBus data provided by TfL (for the month of March).
Link to LIP objectives	Obj. 2 and 5
Evidence that the target is realistic and ambitious	<p>Data from TfL (for March 2010) shows the following average actual run times for route 29 between Endymion Road and St Ann's Road for peak period in both directions:</p> <p>07.00 – 10.00 4.0 minutes southbound 07.00 – 10.00 4.6 minutes northbound 16.00 – 19.00 4.6 minutes southbound 16.00 – 19.00 6.2 minutes northbound</p> <p>Actual run times for route 141 on Wood Green High Road between Turnpike Lane and Lordship Lane for peak period in both directions:</p> <p>07.00 – 10.00 5.2 minutes southbound 07.00 – 10.00 5.2 minutes northbound 16.00 – 19.00 5.9 minutes southbound 16.00 – 19.00 7.4 minutes northbound</p>
Key actions for the Council	<p>We are seeking funding for a Major Scheme for Wood Green High Road and the surrounding area. This will focus on urban realm, improvements to bus service reliability, road safety improvements and better access by walking and cycling. Measures to reduce road user casualties and improvements to cycling and bus service reliability are proposed for a corridor scheme for Green Lanes between St Ann's Road and Endymion Road. General measures to support less use of the car would assist reliability eg travel planning, smarter travel, more walking and cycling through behavioural change and physical measures. Accessibility measures would assist buses servicing stops and reduce stop dwell times.</p>
Key actions for local partners	<p>Bus operators can support this target through better driver behaviour and contract management by TfL. TfL is a key partner as it is responsible for bus service planning including service frequency, routeing and bus fares.</p>
Principal risks and how they will be managed	<p>Key risks:</p> <ul style="list-style-type: none"> • reductions in service frequency, bus fare increases • increases in traffic volumes and thereby adding to bus delays • funding for a major scheme not coming forward

	<ul style="list-style-type: none"> • overall reduction in funding for measures to reduce car use arising from reduced capital allocations • As a Council we would seek to minimise service reductions and pursue our policies in the LIP to minimise the potential for additional traffic. If funding for a major scheme for Wood Green Town Centre were not to be forthcoming, we would consider single block funding for a less extensive scheme with lower overall benefits.
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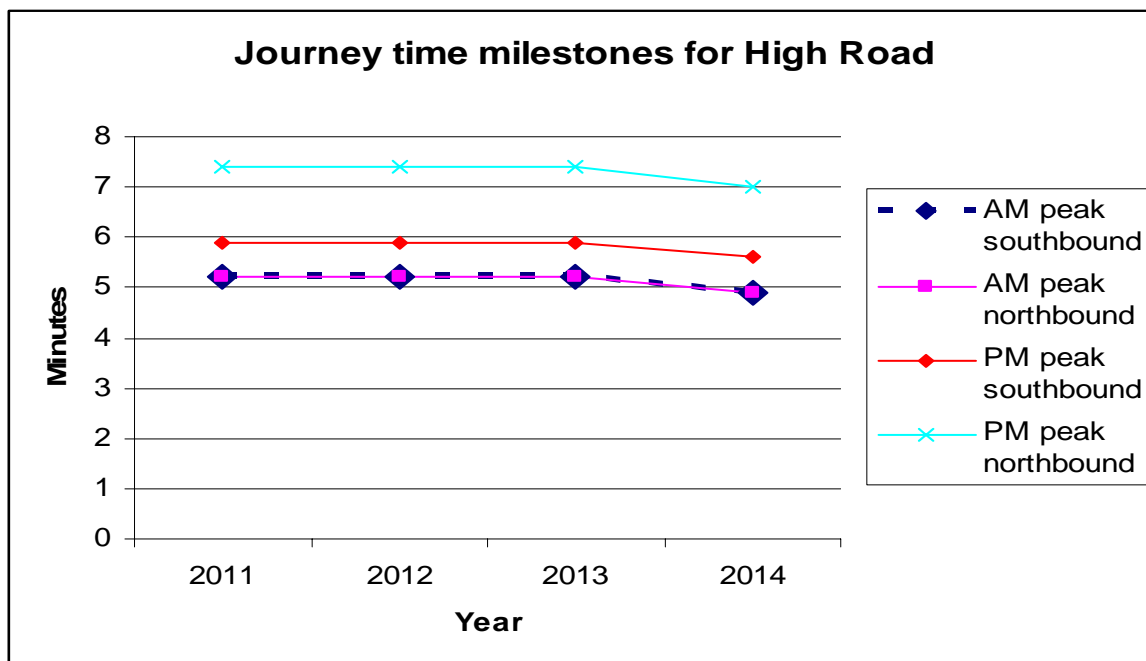
Milestones for Green Lanes

Base 2010	March 2011	March 2012	March 2013	March 2014
AM peak southbound	3.9	3.9	3.8	3.8 minutes
AM peak northbound	4.6	4.6	4.5	4.4 minutes
PM peak southbound	4.6	4.6	4.5	4.4 minutes
PM peak northbound	6.2	6.2	6.1	5.9 minutes



Milestones for High Road

Base 2010	March 2011	March 2012	March 2013	March 2014
AM peak southbound	5.2	5.2	5.2	4.9 minutes
AM peak northbound	5.2	5.2	5.2	4.9 minutes
PM peak southbound	5.9	5.9	5.9	5.6 minutes
PM peak northbound	7.4	7.4	7.4	7.0 minutes

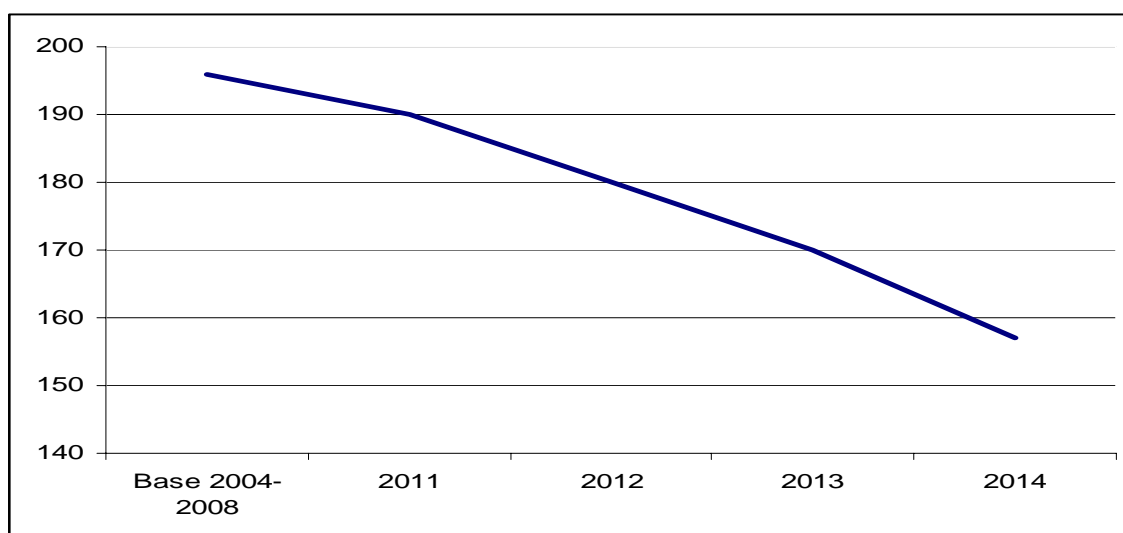


LIP Non-mandatory Target: Pedestrian traffic casualties	
Reduce the number of pedestrians injured	
Long term target	Reduce all casualties by 60% by 2031
Short term target	Reduce pedestrian casualties by 20% by 2013/14
Data source	Modal Policy Unit, Transport for London
Link to LIP objectives	Obj. 4
Evidence that the target is realistic and ambitious	There are 196 casualties for 2004-8 base. No targets have been set by the Government or Mayor for pedestrian casualty reduction nor are targets proposed. The target is based on an assumed 50% reduction in KSIs London-wide by 2017/18 with the target for 2013/14 based on a linear projection. However, as the severity of the casualty cannot be reduced our target is based on reducing overall casualties. Road safety casualty reduction programmes have been delivered over many years and it is increasingly difficult to make substantial reductions in the short term. Data for London shows a levelling out in the reduction of slight casualties since 2006. There is also the risk of more pedestrian and cycle casualties with increasing levels of cycling and walking. In addition around 25% of casualties in Haringey occur on the TLRN so the Council cannot directly address these. We will therefore need to work in partnership with TfL to reduce pedestrian casualties Borough-wide.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Implementation of local safety schemes • Implementation of 20mph zones/environmental streets approach • Developing road safety education, training

	<p>and publicity measures</p> <ul style="list-style-type: none"> • Develop smarter travel measures for schools • Introduce road safety measures as part of the Major Scheme for Wood Green Town Centre • Work in partnership with the voluntary sector to target interventions at ethnic minorities who have disproportionately high numbers of casualties • Undertake cycle training to increase safe cycle usage
Key actions for local partners	Joint working within the Council to reduce casualties among ethnic minorities. Work with local police and Children and Young People’s Service on initiatives to reduce casualties. As noted above many casualties occur on the TLRN and TfL has a key role in reducing casualties on these roads.
Principal risks and how they will be managed	The key risks relate to the delivery of the projects and programmes and increases in cycling, walking and motorcycling leading to greater accident levels. Effective project management can assist delivery and smarter travel initiatives and pedestrian and cycle training can contribute to reducing accident levels.

Interim Milestones

Base 2004-2008	2011	2012	2013	2014
196	190	180	170	157

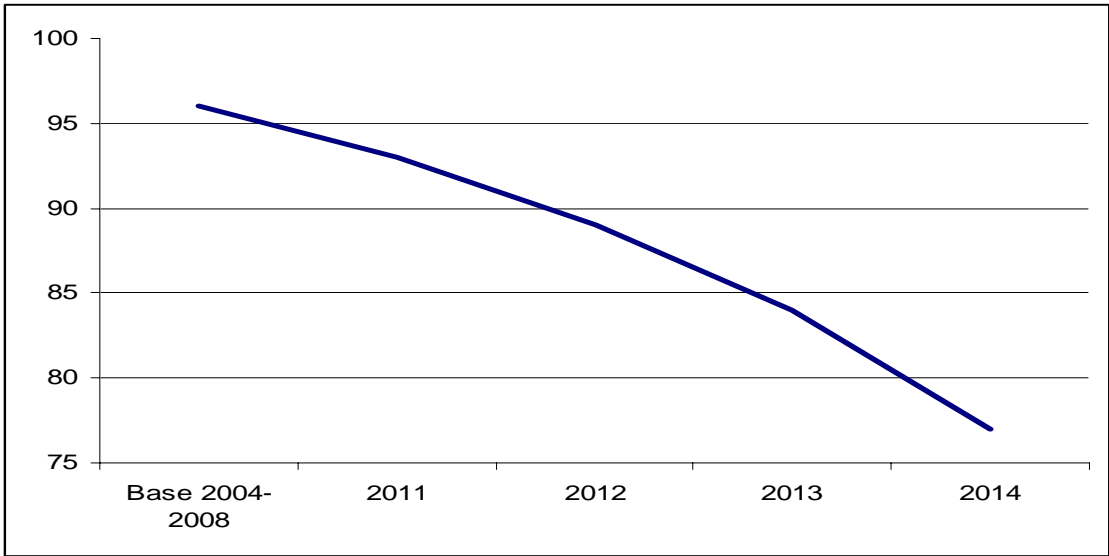


LIP Non-mandatory Target: Child traffic casualties	
Reduce the number of children injured	
Long term target	Reduce all casualties by 60% by 2031
Short term target	Reduce pedestrian casualties by 20% by 2013/14
Data source	Modal Policy Unit, Transport for London
Link to LIP objectives	Obj. 4
Evidence that the target is realistic and ambitious	There are 96 casualties for 2004-8 base for children aged 0-17. The target is based on an assumed 50% reduction in KSIs London-wide by 2017/18 with the target for 2013/14 based on a linear projection. However, as the severity of the casualty cannot be reduced our target is based on reducing overall casualties. Road safety casualty reduction programmes have been delivered over many years and it is increasingly difficult to make substantial reductions in the short term. Data for London shows a levelling out in the reduction of slight casualties since 2006. There is also the risk of more pedestrian and cycle casualties with increasing levels of cycling and walking. In addition around 25% of casualties in Haringey occur on the TLRN so the Council cannot directly address these. We will therefore need to work in partnership with TfL to reduce pedestrian casualties Borough-wide.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Implementation of local safety schemes • Implementation of 20mph zones/DIY streets approach • Developing road safety education, training and publicity measures • Develop smarter travel measures for schools • Introduce road safety measures as part of the Major Scheme for Wood Green Town Centre • Work in partnership with the voluntary sector to target interventions at ethnic minorities who have disproportionately high numbers of casualties • Undertake cycle training to increase safe cycle usage
Key actions for local partners	Joint working within the Council to reduce casualties among ethnic minorities. Work with local police and Children and Young People's Service on initiatives to reduce casualties. As noted above many casualties occur on the TLRN and TfL has a key role in reducing casualties on these roads.
Principal risks and how they will be managed	The key risks relate to the delivery of the projects and programmes and increases in cycling, walking

	and motorcycling leading to greater accident levels. Effective project management can assist delivery and smarter travel initiatives and pedestrian and cycle training can contribute to reducing accident levels.
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Interim Milestones

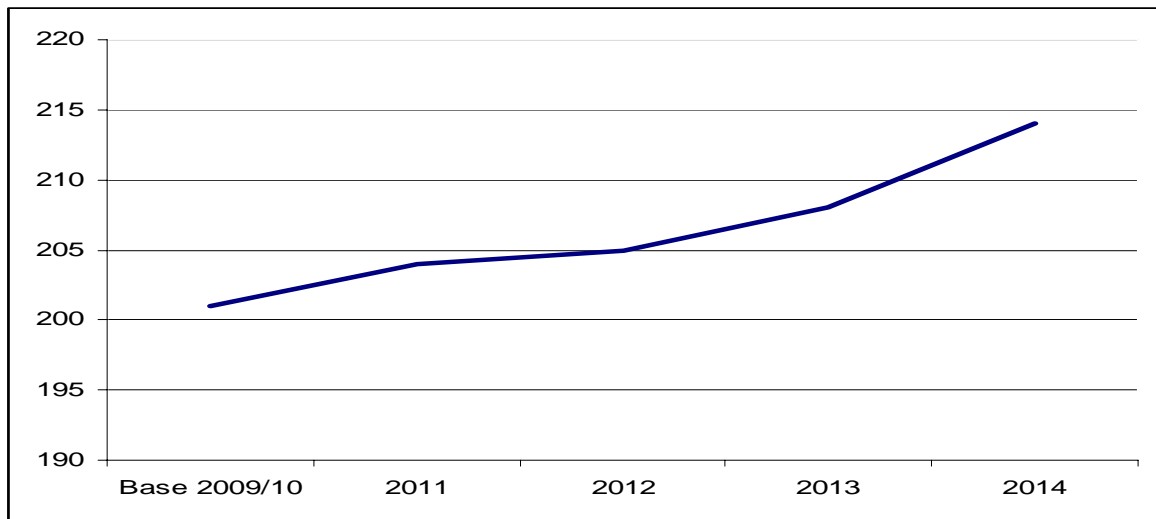
Base 2004-2008	2011	2012	2013	2014
96	93	89	84	77



LIP Non-mandatory Target: Accessible bus stops	
Number of accessible [DDA compliant] bus stops	
Long term target	100% of bus stops to be fully accessible by 2030/31
Short term target	50% of bus stops to be fully accessible by 2013/14
Data source	Transport for London Buses
Link to LIP objectives	Obj. 1
Evidence that the target is realistic and ambitious	47% or around 200 bus stops are currently accessible. As there is no longer a dedicated funding programme for the creation of accessible bus stops such works would need to be delivered through other programmes. The key programmes are for Neighbourhoods/Corridors and accessibility measures. In addition development of the major scheme for Wood Green offers the potential for fully accessible stops within the town centre.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Development of corridors/neighbourhood projects to include creation of accessible bus stops • Consider the potential for accessible bus stops as part of principal road reconstruction • Focus accessibility work towards bus stops and accessible crossing points
Key actions for local partners	Joint working with TfL to consider the priorities for accessible bus stops based on usage of individual bus stops. TfL has a role as highway authority for the TLRN and we will want to work with TfL on targeting bus stops on the TLRN for accessibility work.
Principal risks and how they will be managed	The key risks relate to the delivery of the projects and programmes and reduced funding for Neighbourhoods/Corridors over the next 3 years. We will take into account bus stop accessibility in developing our Neighbourhoods/Corridors programme.

Interim Milestones

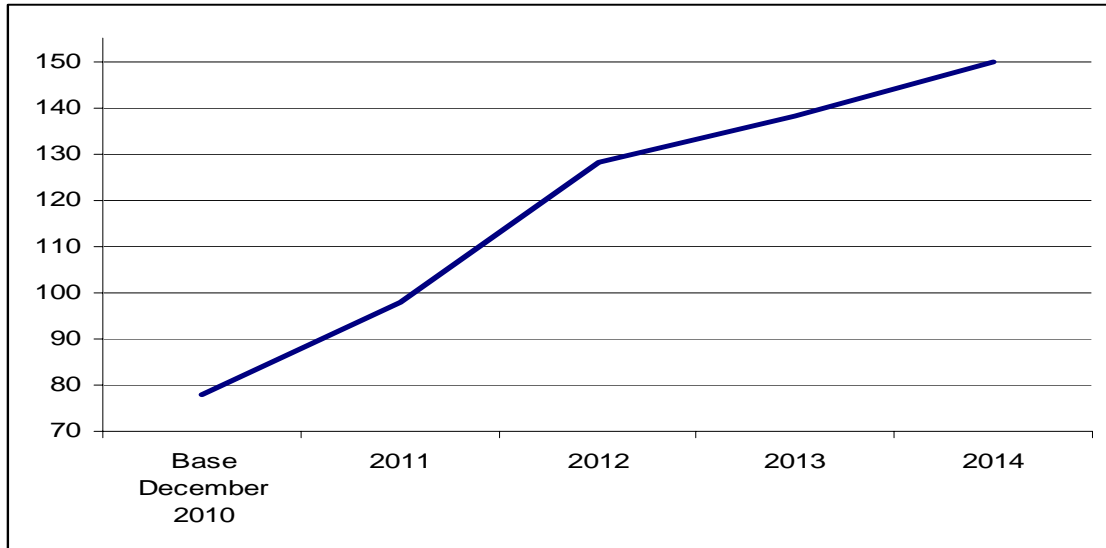
Base 2009/10	2010/1	2011/2	2012/13	2013/14
201	204	205	208	214



LIP Non-mandatory Target: Car club bays	
Number of car club bays	
Short term target	150 car club bays by 2014
Data source	Council data
Link to LIP objectives	Obj. 2, 7 and 11
Evidence that the target is realistic and ambitious	As at December 2010 there are 78 on and off-street car club bays. We are planning, with our contractor, to expand the programme to provide an additional 20 bays by 2011 and a further 30 bays by March 2012. However, the programme is dependent on take up and commercial viability of additional bays. The programme is dependent on funding being dedicated by TfL.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Develop a programme of on-street car club bays in liaison with our contractor • Require the provision of car club bays either off-street or on-street as part of development planning process • Review progress of car club contract
Key actions for local partners	Our contractor would purchase appropriate car club cars including consideration of hybrid or electric cars
Principal risks and how they will be managed	The key risks relate to funding for the contractor to purchase cars and restrictions on dedicated TfL funding for car club bays. The latter can be mitigated by reallocating funding in future years. The low take up for particular car club bays would be mitigated by targeting the provision at areas offering the greatest potential for new membership uptake.

Interim Milestones

Base December 2010	2011	2012	2013	2014
78	98	128	138	150



4.4 Monitoring Progress

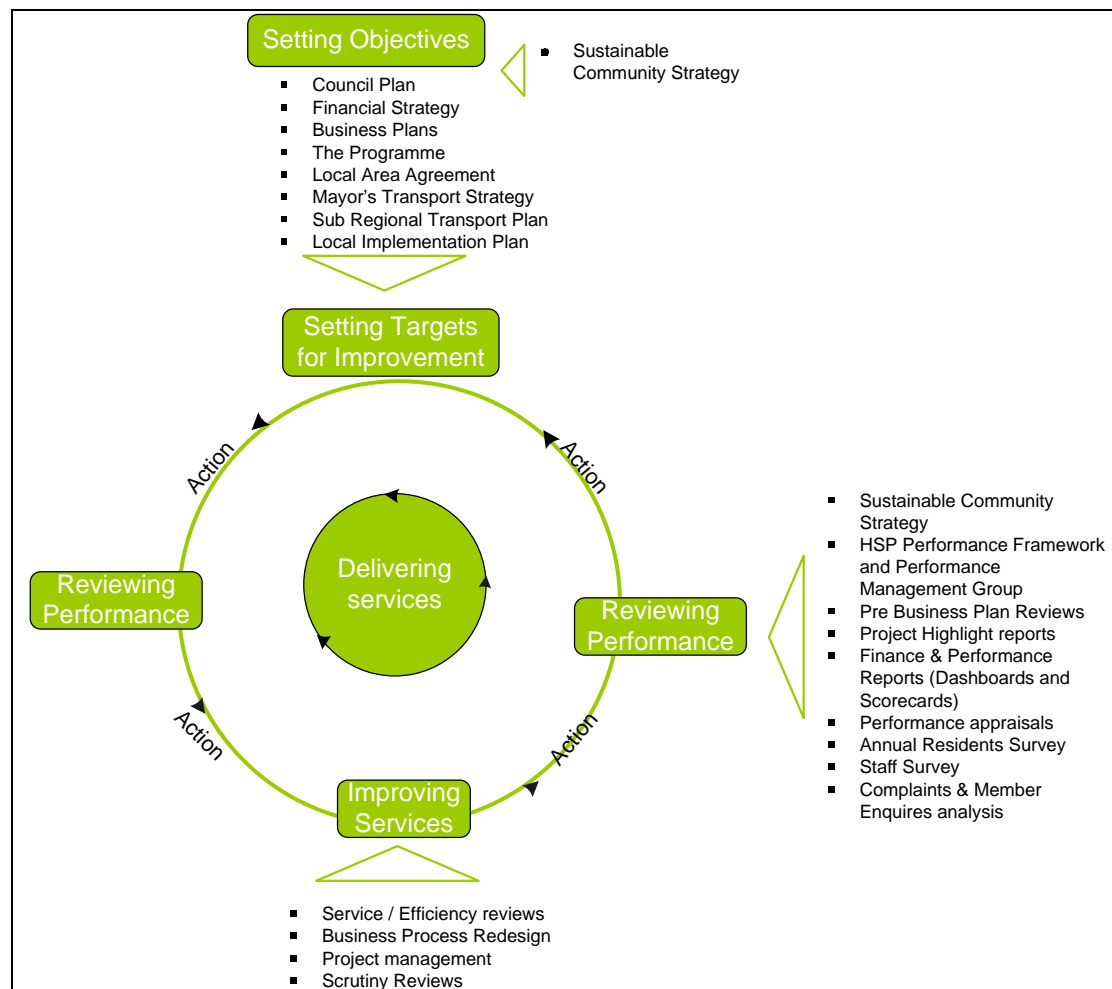
Programme monitoring

We will be monitoring our progress against targets and indicators on an on-going basis. For those targets which are not on track we will undertake analysis of possible causes and evaluate options for improving our performance against targets.

Progress will also be monitored through the Three year Impact Report due to be prepared in 2014. This will set out our spend and implementation of LIP programmes and projects and progress against mandatory and non-mandatory targets.

The Council's performance across a wide range of indicators is regularly monitored by the Corporate Policy and Performance Team. Its overall approach to performance management and this fits in with the MTS, Sub regional transport plan and delivery of the LIP is shown in Figure 4.1

Figure 4.1. The Council's approach to performance and strategy management.



Locally specific targets for mandatory indicators (PROFORMA B)

Borough: Haringey

Core indicator	Definition	Year type	Units	Base year	Base years average value	Target year	Target year value	Trajectory data				Data source
								2010/11	2011/12	2012/13	2013/14	
Mode share of residents	% of trips by walking	Financial	%	2006/07-2008/09	31.30%	2013/14	32%	2010/11	2011/12	2012/13	2013/14	LTDS (London Demand Survey provided by TfL)
								31.3	31.5	31.8	32	
Mode share of residents	% of trips by cycling / no of trips	Financial	%	2006/07-2008/09	1.70%	2013/14	3%	2010/11	2011/12	2012/13	2013/14	LTDS
								1.8	2	2.5	3	
Bus service reliability	Excess wait time in mins	Financial	Mins	2009/10	1.2	2013/14	1.2	2010/11	2011/12	2012/13	2013/14	Quality of Service Indicators (QSI) provided by TfL
								1.2	1.2	1.2	1.2	
Asset condition - principal roads	% UKPMS score of >70	Financial	%	2009/2010	7%	2013/14	7%	2010/11	2011/12	2012/13	2013/14	DVI data collected by TfL Hammersmith & Fulham
								7	7	7	7	
Road traffic casualties	Total number of people killed or seriously injured	Financial	Number	2004-2008	100	2013/14	80	2010/11	2011/12	2012/13	2013/14	Modal Policy
								95	90	85	80	
Road traffic casualties	Total of all casualties	Financial	Number	2004-2008	844	2013/14	675	2010	2011	2012	2013	Modal Policy
								830	790	740	675	
CO2 emissions	CO2 emissions	Financial	Tonnes/year	2008	164	2013/14	131	2010	2011	2012	2013	GLA's London Energy and Greenhouse Gas Emissions Inventory (LEGGI)
								147	142	137	131	

Additional (non-mandatory) local targets

Local indicator	Definition	Year type	Units	Base year	Base year value	Target year	Target year value	Trajectory data				Data source
								2010/11	2011/12	2012/13	2013/14	
Non-car mode share	Proportion of travel by means other than the car by London residents where the trip origin is in Haringey	Financial	%	2006/07-2008/09	69	2013/14	71	2010/11	2011/12	2012/13	2013/14	LTDS
								69	69	70	71	
Bus service reliability	Reduced journey times for high frequency bus services for peak periods (for routes along Wood Green High Road and Green Lanes). Route 29 between Endymion Road and St. Ann's Road (for AM & PM peak period)	Calendar	Mins	2010	AM peak Southbound: 4.0 mins	2014	3.8	2011	2012	2013	2014	iBus data pro
								3.9	3.9	3.8	3.8	
		Calendar	Mins	2010	AM peak Northbound: 4.6 mins	2014	4.4	2011	2012	2013	2014	
								4.6	4.6	4.5	4.4	
		Calendar	Mins	2010	PM peak Southbound: 4.6 mins	2014	4.4	2011	2012	2013	2014	
								4.6	4.6	4.5	4.4	
		Calendar	Mins	2010	PM peak Northbound: 6.2 mins	2014	5.9	2011	2012	2013	2014	
								6.2	6.2	6.1	5.9	
Pedestrian traffic casualties	Reduce number of pedestrians injured	Financial	Number	2004-08	196	2013-14	157	2011	2012	2013	2014	Modal Policy
								190	180	170	157	
Child traffic casualties	Reduce the number of children injured	Financial	Number	2004-08	96	2013-2014	77	2011	2012	2013	2014	Modal Policy
								93	89	84	77	
Accessible bus stops	Number of accessible [DDA compliant] bus stops	Financial	Number	2009/10	201	2013-2014	214	2011	2012	2013	2014	TfL Buses
								204	205	208	214	
Car club bays	Number of car club bays	Calendar	Number	2010	78	2014	150	2011	2012	2013	2014	Council / Zipoc
								98	128	138	150	

APPENDICES

A – LIP EQIA

B – LIP SEA Draft Environmental Report

C – Policy Influences

D – Map of Corridors

E – Map of Neighbourhoods

F – LIP funding prioritisation criteria

G – Summary of LIP objectives/Programme of investment

H – LIP consultation responses + Council's response

I – Multi modal transport map

J – Haringey Smarter Travel data analysis