



Haringey Council

5534

Agenda item:

[No.]

**Cabinet**

**On 8 September 2009**

Report Title: Transport Proposals for 2010/11 – Submission to TfL for Funding

Report of : Niall Bolger, Director of Urban Environment

Signed :

*N Bolger* 27<sup>th</sup> August 2009

Contact Officer : Joan Hancox, Head of Sustainable Transport

Wards(s) affected: All

Report for: Key Decision

**1.0 Purpose**

- 1.1 The purpose of this report is to set out the Council's transport proposals for 2010/11 based on the reforms to the Local Implementation Plan (LIP) funding system.
- 1.2 The report will provide details of the reforms and seek Member approval for the submission to Transport for London (TfL) for funding for 2010/11.

**2.0 Introduction by Cabinet Member**

- 2.1 Our funding submission reflects much of the Council's transport priorities and seeks to improve the local environment in areas of greatest need particularly reducing road user casualties, introducing 20mph zones, supporting the Boroughs main town centres and supporting the regeneration of the Borough.
- 2.2 This is the first year of a new LIP funding system and our proposals for future years will be subject to further development and consultation.

**3.0 State link(s) with Council Plan Priorities and actions and /or other Strategies:**

- 3.1 Mayors Statement of Intent including possible high level outcomes arising from the draft Mayor's Transport Strategy

- 3.2 Local Implementation Plan for implementing the previous Mayor's Transport Strategy
- 3.3 Greenest Borough Strategy to implement through an action plan sustainable transport policies
- 3.4 Clean Streets Council Priority
- 3.5 Area Neighbourhood Plans
- 3.6 Building Schools for the Future programme of new or expanded schools

#### 4.0 Recommendations

- 4.1 It is recommended that the Cabinet:
  - (i) Note the new funding system for LIP submissions.
  - (ii) Approve the submission to Transport for London as set out in Appendix III of this report.

#### 5.0 Reason for recommendation

- 5.1 The new funding system is designed to reduce bureaucracy, increase certainty of funding levels and provide boroughs with more freedom and flexibilities on how the money is spent.
- 5.2 The funding submission has been identified through a prioritisation process, which has identified key issues linked to the Mayor's and our own transport strategies to determine the locations chosen.

#### 6.0 Other options considered

- 6.1 The funding submission contained in Appendix III of this report has been identified through a prioritisation process.

#### 7.0 Background

- 7.1 This report sets out proposals for the Council's funding bid to Transport for London for transport schemes for 2010/11. There have been significant changes to the way that TfL allocates its funding and this provides much more freedom to the Council to determine its transport priorities for expenditure. This report sets out the prioritisation process which has been followed, the key issues identified and the proposals for expenditure.
- 7.2 Our submission to TfL needs to be made by 21 September 2009 and the proposals will also be discussed with the Haringey Transport Forum prior to submitting.
- 7.3 Boroughs are encouraged to address the following as part of their delivery plans:
  - Implementation of more shared space and simplified streetscape projects

including de-cluttering, removing unnecessary guard railing and road markings and improved streetscape design.

- Increased provision for cyclists including providing more cycle parking and supporting the delivery of the Mayor's cycle hire scheme, the provision of cycle highways and the development of cycle hubs.
- Support for electric vehicles and new charging points.
- Provision of more car club bays.
- Reducing unnecessary traffic lights.
- Avoiding the use of road humps.

7.4 TfL will assess the Borough's proposals to ensure that they are in general conformity with the Mayor's Transport Strategy. They will confirm allocations for all the programmes in November/December 2009.

## 8.0 Categories for Funding

8.1 Each year the Council needs to submit a bid to TfL for its transport funding. Previously, there were about 20 different categories under which the Council could apply for funding and bids were assessed against set criteria, with the borough usually receiving less than its bid. From 2010/11, TfL funding will be split into just 5 areas.

8.2 The first area is **Maintenance** and this will be allocated on a needs basis, using information on the condition of TfL controlled Principal Roads and Bridges. In the past we have usually received in the region of £400,000 for Principal Roads maintenance and we expect to receive a similar amount for 2010/11.

8.3 The second area is **Corridors** and we have defined these as the 'A' roads in the borough. TfL is looking for holistic schemes for key corridors that address issues relating to the smoothing of traffic flow, bus reliability, safety, cycling (inc cycle parking and Olympic cycle networks), public realm and removal of clutter. The maximum funding that the Council could expect for this category would be £1,341,000.

8.4 **Neighbourhoods** is the third area for funding. Here and in this section TfL are looking for local area improvements including CPZs, 20mph zones and also work on Legible London programme of innovative street signage, reduction of street clutter and an expansion of the number of electric charging points. The maximum funding that the Council could expect for this category would be £1,068,000.

8.5 The fourth area is **Smarter Travel** which includes travel plans for schools, hospitals and businesses, plus more travel awareness initiatives potentially integrating with corridor or neighbourhood programmes. The maximum funding that the Council could expect for this category would be £298,000.

- 8.6 The last area is **Area Based Schemes (ABS)** where there is a bidding process for funding for larger schemes costing over £250,000. We already have funding for two ABS, Wood Green Station Access project and Wood Green Town Centre feasibility study.
- 8.7 There is also additional flexibility in being able to transfer up to 20% to different programme areas as well as £100,000 for the Council to use on any transport scheme of its choice.
- 8.8 The total funding which could be allocated is £2.807m. This does not however included Maintenance, which is allocated on a needs basis and Area Based Working, which has a separate bidding process.
- 9.0 Prioritisation Process**
- 9.1 Whilst the change to the LIP funding system is welcomed as it allows boroughs to be flexible in developing and implementing projects, subject to them being in compliance with the emerging Mayor's transport strategy, it does throw up challenges in identifying particular schemes and programmes. To enable us to come to an objective method of allocating funds to specific projects/programmes a process for identifying priority Corridors and Neighbourhoods is proposed.
- 9.2 As this is the transition year for the revised funding process there will be a need to include some carry over of schemes from the current financial year. These schemes are currently at the feasibility / consultation stage for implementation in 2010/11. It is intended that these schemes be included in the Neighbourhoods submission using the 20% flexibility, as highlighted in paragraph 8.7 above.
- 9.3 **Corridors** - It is proposed that the Corridors are based on the A road network in the borough excluding TLRN routes as these roads are likely to present the greatest problems. Other roads such as B roads would be addressed through Neighbourhood funding.
- 9.4 The criterion used to prioritise corridors is set out in Appendix I.
- 9.5 The Corridor prioritisation process has been completed and identified High Road (Wood Green) /Green Lanes and the section of High Road (Tottenham) north of Bruce Grove as priority Corridors.
- 9.6 **Neighbourhoods** - The following programmes fall under this new programme: 20mph zones, freight, regeneration, environment, accessibility and CPZs.
- 9.7 The criterion used to prioritise neighbourhoods is set out in Appendix II.
- 9.8 The Neighbourhood prioritisation process has been completed and identified the areas around Bounds Green, Hornsey Park and Tottenham Hale as priority areas.
- 9.9 It will be necessary to include some carry over of schemes from this year within the Neighbourhoods submission to ensure implementation of these schemes.

The areas identified are the Palace Gates Area, Bidwell Gardens Area and Wightman Road.

9.10 The key customer experience we want to promote on all schemes is that people feel safe to use Haringey streets, especially for walking, cycling or using public transport.

9.11 With this in mind emphasis will be placed on the feasibility of the development of safe and segregated cycle routes and decluttering of street furniture to assist cyclists and pedestrians.

9.12 Where possible we want to link our LIP funded schemes with our capital investment programmes on roads, pavements, street lighting, road safety, Parking Plan and structures.

9.13 The approach to developing the proposals for next year and beyond has looked at:

- a) the issues identified for each corridor or neighbourhood that need to be addressed and the Mayor's Transport Strategy and key outcomes
- b) an approach which addresses all aspects of behaviour change, including enabling, engaging, encouraging and leading by example.

## 10.0 Proposed Schemes for 2010/11

### 10.1 Corridors

10.2 The main corridor identified is the High Road (Wood Green) and Green Lanes. This corridor has been identified as one of the key corridors in London for accommodating the growth in travel over the next twenty years. It therefore needs to perform a strategic role in terms of moving people through the borough, as well as support Wood Green and Green Lanes shopping centres. TfL and the borough have started work on a transport study which is looking at the corridor and surrounding residential areas in a holistic way, as there are many issues which need to be addressed including congestion, road safety, traffic management, bus service reliability, parking and loading. A further important aspect is to dramatically improve the appearance of the area and the quality of the public realm.

10.3 However, it will take at least a further year to complete all the studies necessary and develop an integrated set of proposals to tackle some of the issues mentioned. It will also be necessary for there to be consultation to agree the most important issues to address, given both the strategic and local importance of this route.

10.4 As this is a major project, spanning a number of years, we will be looking to supplement our standard LIP allocation with Area Based Scheme funding. We have already received some initial funding to develop a scheme around Wood Green High Road and we would be looking to increase this to cover Green Lanes.

- 10.5 For 2010/11, we will be looking at the stretch of High Road, north of Wood Green tube station and the surrounding areas, to see whether improvements can be made to meet the Mayor's Transport Strategy on walking, cycling and journey time reliability for both buses and other traffic.
- 10.6 We will also make some initial improvements along the length of the corridor by reviewing signage to reduce clutter and whether improvements are needed to provide clearer direction to drivers. This will include a review of the existing provision of guardrails and cycle facilities including cycle parking. This will also be linked with the expansion of car club bays and electric charging points.
- 10.7 Harringay/St Ann's held a special area assembly on transport in April 2008 as it is a key issue for this area, where there is also high dissatisfaction in the area with regard to congestion and parking. The proposed holistic approach should ensure that many of the local issues are considered in the development of proposals for this area.
- 10.8 Tottenham High Road – We will look at carrying out environmental improvements to the section of Tottenham High Road that has not currently had any improvement work i.e. the section between Lansdowne Road and Park Lane.
- 10.9 **Cycling**
- 10.10 Cycling now falls under the Corridors category of funding. The Mayor's proposals for Cycle Highways will influence our cycle proposals for corridors. Two of the proposed routes would run through Haringey, one from Archway and one from Tottenham.
- 10.11 **Neighbourhoods (Local Areas)**
- 10.12 Our approach to Neighbourhoods will be based on four key priorities:
- The introduction of a 20mph speed limit or zones to all residential areas and some 'B' roads.
  - Using school travel plans to develop proposals for integrated engineering and travel awareness work in school catchment areas where either i) the schools have a high car modal share and/or ii) the schools have achieved or aiming to achieve accreditation for their school travel plans.
  - Removal of street clutter as part of all schemes.
  - Expansion of the borough's network of on and off street electric vehicle charging points.
- 10.13 In this way we will encourage schools to continue to update their travel plans and seek accreditation. By encouraging and supporting more children (and their carers) to walk, cycle or take the bus to school, we will help concentrate initiatives in areas and ensure our physical works are linked to smarter choices and behaviour change work. This will help focus our behaviour change work on families as a whole, rather than just the children attending the relevant schools.
- 10.14 In addition we will look to be one of a handful of authorities piloting the DIY

Streets approach in the country. DIY Streets is a partnership project with Sustrans, the Sustainable transport charity. DIY Streets is a project to combine the best of "home zones" (robust community involvement and innovative traffic calming features) with cost effective design measures and promotion of sustainable transport. There are a number of options for including different elements in the project, including promotion to car clubs, and we are still exploring options with Sustrans.

**10.15 Smarter Travel**

10.16 This work will focus on school travel planning as detailed above, specifically the implementation of engineering works and behaviour change measures. Walk to school week, walk on Wednesdays and road safety awareness initiatives will continue as in 2009/10. Workplace travel planning activities will continue to encourage businesses and hospitals to develop travel plans with assistance through the Enterprise initiative and match funding support will be available for measures identified within a travel plan. Travel planning advice will also be incorporated into an Environmental Audit Service to be launched for small businesses in the borough. Travel awareness activities will be integrated with corridor and neighbourhood schemes and events will be arranged for bike week, walk to work week and to promoting sustainable transport initiatives at public events.

10.17 Environmental resources have also made bids to the Mayor to introduce Low Carbon Zones in Muswell Hill and West Green. If these bids were successful we would also look to provide some LIP funding towards including travel advice alongside energy saving advice and other projects which would encourage sustainable travel.

**10.18 Accident reduction**

10.19 Our submission will include proposals to reduce road user casualties. This will identify locations from personal injury accident (PIA) information held on the London Accident Analysis Unit (LAAU) database. The database holds information of all collisions in London where Police Stats 19 reports have been provided and is used to assess how successful London Boroughs are at reducing levels of PIAs in line with the Mayor's targets.

**10.20 Supporting town centres**

10.21 There has been a lot of work with traders in several town centres to help support them during the economic downturn. Much of this has focused on parking. However, for the town centres to be sustainable in the longer term, they need to provide ways for their customers to shop without using their cars.

10.22 In Crouch End, traders are developing a Customer Collection point/delivery service as part of the Crouch End Project. This will enable people to travel to Crouch End without bringing their cars, shop and either collect their shopping at a later time or have it delivered. This is likely to run as a pilot in 2009/10 and LIP funding such as Area Based Scheme funding could be used to support this in 2010/11 and to look at the feasibility of rolling this out to other town centres.

- 10.23 We will also provide key walking and cycling routes, and plentiful cycle parking in these locations, as well as car club bays and electric vehicle charging points.
- 10.24 **Specific issues** - The new way of providing LIP funding, provides greater certainty over the level of funding in future years and so provides better scope to plan our transport proposals in advance. This also allows us to consider taking steps to solve some of the perennial problems that have been impossible to solve in the past.
- 10.25 One problems that could be addressed in 2010/11 is the feasibility of moving the bus stop on Muswell Hill. It is on a steep slope and this makes access very difficult. Significant investment would be needed to move this further up the hill and this could be investigated in 2010/11 and a cost/benefit analysis carried out.
- 10.26 **Community transport and Shopmobility**
- 10.27 Both of these schemes need to continue to be funded in 2010/11 to provide transport services for the less mobile and to provide socially inclusive transport. The cost of supporting community transport next year would be £78,000 and the cost of providing Shopmobility could be about £42,000.
- 10.28 Details of the proposed schemes to be submitted to TfL are included in Appendix III.

## 11.0 Chief Financial Officer Comments

- 11.1 This report sets out the Council's proposed submission for funding 2010/11 from Transport for London for a number of transport projects. This submission will also be considered in the Pre Business Plan Review process for 2010/11 to 2012/13.

## 12.0 Head of Legal Services Comments

- 12.1 The production of the Local Implementation Plan is a statutory requirement for the Council to demonstrate how it intends to achieve the Mayor's transport objectives. Extensive consultation was carried out on the content of the Final Local Implementation Plan and no further consultation is considered necessary, other than as set out in this report. The submission to TfL for funding the Local Implementation Plan is a matter within the remit of the Cabinet meeting and does not require reference to the full Council.

## 13.0 Head of Procurement Comments –[ Required for Procurement Committee]

- 13.1 N/a

## 14.0 Equalities & Community Cohesion Comments



- 14.1 Our transport projects support a reduction in inequalities through targeting of investment in those areas with the greatest need. The proposed prioritisation of projects includes criteria relating to regeneration, support for town centres and accident reduction. Specific proposals will be developed to reduce road casualties across the Borough. A disproportionate number of casualties occur in the east of the Borough and work will be targeted at these areas.

#### 15.0 Consultation

- 15.1 Our submission to TfL is based on a prioritisation process and will be discussed with the Haringey Transport Forum prior to submitting. The views received from the Forum will be reported verbally to the Cabinet by the Cabinet Member for Environment and Conservation.

#### 16.0 Service Financial Comments

- 16.1 Each year the Council funds improvements to the borough's highways infrastructure from a number of sources. However, these proposals will be assessed by Transport for London (TfL) to ensure that in general they conform to the Mayor's Transport Strategy. The estimated funding from TfL is approximately £2.8m [excluding maintenance and possible area based schemes funding] and the funds are time limited and must be spent by 31<sup>st</sup> March 2011 once the funds are approved by TfL.

#### 17.0 Use of appendices /Tables and photographs

- 17.1 Appendix I - Table setting out the criteria used for the selection of corridors.  
17.2 Appendix II - Table setting out the criteria used for the selection of neighbourhoods.  
17.3 Appendix III - Table setting out the Council's submission to TfL.

#### 18.0 Local Government (Access to Information) Act 1985

- 18.1 TfL funding guidance for 2010/11 (Transition Year)

## Appendix I

### Criteria for selection of Corridors

Criterion	Reason for selection
Identified regeneration area	Transport investment to support key regeneration areas eg Haringey Heartlands, Tottenham Hale, Seven Sisters NDC
Identified town centres	Support for defined town centres eg Wood Green, Muswell Hill, Tottenham High Road
Identified Defined Employment Areas	DEAs identified in UDP with investment to enhance accessibility
Bus priority in 3G	Support for TfL led 3G bus priority [routes 141 and 279]
Accident levels	Support for reducing casualties in Mayoral target groups: all KSI, pedestrian KSI, cyclist KSI, motorcyclist KSI, child KSI, slight casualties
Identified cycle route	Support for strategic cycle routes e.g. LCN plus and Greenways routes, which would act as feeder routes to the Mayors proposed cycle highways.
High pedestrian activity levels	Improve accessibility such as to key interchanges or major pedestrian generators such as town centres
Traffic congestion	Measures to reduce traffic congestion to be focused on those locations with congestion hotspots with benefits of reduced journey times, severance, improved air quality
Complements externally funded programmes e.g. GAF, CIF, TfL	Potential for synergy and maximisation of benefits for an area
Recent investment	The level of recent transport investment would assist in targeting future investment

## Appendix II

### Criteria for selection of Neighbourhoods

The following programmes fall under this new programme: 20mph zones, freight, regeneration, environment, accessibility and CPZs.

Criterion	Reason for selection
Identified regeneration area	Transport investment to support key regeneration areas eg Haringey Heartlands, Tottenham Hale, Seven Sisters NDC
Identified town centres	Support for defined town centres eg Wood Green, Muswell Hill, Tottenham High Road
Identified Defined Employment Areas	DEAs identified in UDP with investment to enhance accessibility
Accident levels	Support for reducing casualties in Mayoral target groups: all KSI, pedestrian KSI, cyclist KSI, motorcyclist KSI, child KSI, slight casualties
Identified cycle route	Support for strategic cycle routes e.g. LCN plus and Greenways routes, which would act as feeder routes to the Mayors proposed cycle highways.
Presence of community centres, children's centres and other centres with elderly/disabled people	This would be linked to improvements in accessibility
Identified locations for parking pressure	Proposals to support schemes in the Parking Plan as well as locations identified as Restricted Conversion Areas in UDP
Identified walking routes/rights of way	To support our Rights of Way Improvement Plan action plan, encourage more walking
Linkage to existing treated locations	Logic to extend treated locations provided they meet the criteria to provide comprehensive treatment of a wider area
High proportion of car trips to schools	Focus of work to be on those schools where there are higher than average modal share by car to assist in meeting our school travel plan targets
Complements externally funded programmes e.g. GAF, CIF, TfL	Potential for synergy and maximisation of benefits for an area

Expansion of electric vehicle charging points	Continue the expansion of the borough's network of on and off street electric vehicle charging points. This infrastructure is required to encourage residents and businesses to switch to electric powered vehicles, especially in areas where there is limited off street parking provision.
Recent investment	The level of recent transport investment would assist in targeting future investment





Haringey Council

Neighbourhoods

Neighbourhoods	Length of highway within neighbourhood [km]	Defined regeneration area	Defined town centres x2	Defined employment areas	Road casualties in target groups x2							Defined cycle route	Community centres	
					All KSI	Pedestrian KSI	Cyclist KSI	Motorcyclist KSI	Child KSI	Slight casualties				
South Tottenham east	9.5	X	x	x	x	X	x	x	x	x	x	x	x	x
Tottenham Hale	8.1	✓✓	✓✓	✓✓	x	x	x	x	x	x	x	x	x	x
North Tottenham	16.4	✓✓	✓✓	✓✓	x	x	x	x	x	x	x	x	x	x
Northumberland Park	20.7	✓	x	✓✓	x	x	✓✓	x	x	x	✓✓	✓✓	✓✓	✓✓
Bruce Grove	18.4	x	x	x	x	x	x	x	x	x	x	x	x	✓✓
White Hart Lane	20.5	x	x	x	✓✓	x	x	x	x	x	✓✓	✓✓	✓✓	✓✓
Tottenham Green	9.4	✓	✓✓	x	x	x	x	x	x	x	x	x	x	✓
Seven Sisters	11.6	✓✓	x	✓	✓✓	✓✓	✓✓	x	x	x	x	x	x	✓
St Ann's	16.5	✓	✓✓	x	✓✓	x	x	✓✓	✓✓	x	✓✓	✓✓	✓✓	✓✓
West Green	17.6	x	x	x	x	x	x	x	x	x	x	x	x	✓✓
Woodside	16.5	x	x	x	✓✓	x	x	✓✓	✓✓	x	✓✓	✓✓	✓✓	✓
Noel Park	13.1	x	✓✓	x	✓✓	x	x	✓✓	✓✓	x	✓✓	✓✓	✓✓	✓
Bowes Park	10.0	x	x	x	x	x	x	x	x	x	x	x	x	✓
Hornsey Park	11.6	✓✓	✓✓	✓✓	✓✓	x	x	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	x
Harringay Ladder	14.8	x	✓✓	x	x	x	✓✓	✓✓	✓✓	x	✓✓	✓✓	✓✓	x
Stroud Green	23.7	x	✓✓	✓	✓✓	x	x	✓✓	✓✓	x	✓✓	✓✓	✓✓	✓
Hornsey	14.1	x	✓✓	x	✓✓	x	x	✓✓	✓✓	x	✓✓	✓✓	✓✓	✓
Bounds Green	9.4	x	x	✓	✓✓	x	x	✓✓	✓✓	x	✓✓	✓✓	✓✓	✓







Neighbourhoods as follows [see map]:

1. South Tottenham east
2. Tottenham Hale
3. North Tottenham
4. Northumberland Park
5. Bruce Grove
6. White Hart Lane
7. Tottenham Green
8. Seven Sisters
9. St Ann's
10. West Green
11. Woodside
12. Noel Park
13. Boves Park
14. Hornsey Park
15. Harringay Ladder
16. Stroud Green
17. Hornsey
18. Bounds Green
19. Alexandra Park
20. Muswell Hill
21. Crouch End
22. Creighton Avenue area
23. Fortis Green
24. Highgate



**Haringey** Council

## Appendix III

Table setting out the Council's submission to TfL.

	Proposed Allocation	Comments
<b>Neighbourhoods</b>		
A406 Palace Gates area	£360,000	Continuing programme of traffic management/calming projects
A406 Bidwell Gardens area	£250,000	Continuing programme of traffic management/calming projects
Wightman Road	£100,000	Implementation of 20mph zone; completion of 2009/10 scheme
Tottenham Hale	£100,000	20mph zone
Hornsey Park	£170,000	20mph zone
Local safety schemes	£165,000	Comprising £165,000 funding switched from Corridors allocation
DIY streets	£85,000	Sustrans led initiative to enhance residential streetscapes
Electric charging points	£30,000	Including £27,000 funding switched from Corridors allocation
Sub total	£1,260,000	
<b>Reserve scheme</b>		
Bounds Green	£252,000	
<b>Corridors</b>		
Tottenham High Road north of Bruce Grove	£420,000	Completion of town centre scheme inc. footway resurfacing, decluttering, replacement of guard rails, cycle stands
Wood Green High Road north of Wood Green station	£561,000	Inc. footway resurfacing, bus stop accessibility improvements, pedestrian accessibility improvements, street lighting, decluttering
Studies for High Road/Green Lanes	£50,000	
Shopmobility	£42,000	

Sub total	£1,073,000	
<b>Reserve scheme</b>		
Muswell Hill to Turnpike Lane	£215,000	Including Muswell Hill roundabout
<b>Smarter Travel</b>		
School travel plans	£215,000	Inc. travel advisor post, newsletter, walk on Wednesday project, education projects, signage and lineage, school transition packs
Road safety ETP	£149,000	Road safety awareness project, child pedestrian trainer, road safety officer post, junior and senior citizen schemes
Workplace travel planning	£10,000	
Sub total	£374,000	Includes £76,000 switched from Corridors allocation
<b>Reserve scheme</b>		
School travel plans	£75,000	Including small scale engineering measures
Total [Corridors, Neighbourhoods, Smarter Travel] excluding reserve schemes	£2,707,000	
Local Transport Funding	£100,000	Including community transport
<b>Total</b>	<b>£2,807,000</b>	

### Maintenance [Principal Roads and Bridges]

The table below provides indicative funding bids for maintenance.

Bridges	Indicative funding submission	Comments
Buckingham Road over rail	£900,000	Strengthening
Leeside Road over rail	£30,000	Waterproofing
Wightman Road over rail	£110,000	Strengthening
Muswell Hill Road over disused rail	£30,000	Replace deck and water proofing
Ferry Lane bridge over private access road	£8,000	Assessment
Ferry Lane bridge	£8,000	Assessment
<b>Total</b>	<b>£1,086,000</b>	
<b>Principal Roads</b>		
Park Road, N8 [Wolseley Road to clocktower]	£172,000	
High Road, N17 [Brantwood Road to Lordship Lane]	£150,000	
High Road, N22 [Civic Centre	£150,000	

to Truro Road]		
Total	£472,000	