



Haringey Council

Report for:	Cabinet 15 September 2015	Item Number:	
Title:	Local Implementation Plan Annual Spending Submission for Transport 2016/17		
Report Authorised by:	Lyn Garner, Director of Regeneration, Planning and Development		
Lead Officer:	Malcolm Smith, Team Leader, Transportation Planning		
Ward(s) affected:	All	Report for Key/Non Key Decisions:	Key Decision

1. Describe the issue under consideration

- 1.1 Investment in transport infrastructure has a key part to play in the delivery of the Council's ambition to deliver economic growth and improve the health and wellbeing of our residents and businesses. In 2014/15 the Council invested £7.295m through the Local Implementation Plan and other TfL funding and an additional £5.733m through other funding programmes including £0.682m from s 106/s 278.
- 1.2 The Local Implementation Plan [LIP] therefore represents a significant annual investment programme that specifically supports Priority 2, Priority 3 and Priority 4 of the Corporate Plan. Details of the linkage between the LIP and Corporate Plan are shown in Appendix 1. Part of local transport investment is provided through the Local Implementation Plan (LIP), funded annually by Transport for London. The LIP Delivery Plan is produced in three year cycles but is annually reviewed by boroughs in conjunction with TfL in order to re-assess local and regional priorities and where appropriate to allow for adjustments to annual spending accordingly. In return for funding boroughs are expected to make progress against a number of London wide performance indicators including walking and cycling modal share; bus service reliability; principal road condition and road user casualty reduction. Every year TfL also indicate any particular additional measures they would like to see reflected in local initiatives.



Haringey Council

1.3 The plan covers both physical renewal and improvement of the Borough's transport infrastructure alongside softer measures to promote behaviour change and engage with wider safety, health and environmental objectives including air quality through support for more walking and cycling. This report seeks approval for the final year spending proposals [2016/17] of the 3 year plan [2014-2017]. The detail of the submission can be found in Appendix 2.

1.4 The Council is in the process of producing a new Transport Strategy likely to come forward in Autumn 2015. The new strategy will explicitly support delivery of the Corporate Plan priorities and provide an appropriate context for a full revision of Council LIP funding submission for the forthcoming 3 year Delivery Plan 2017-2020.

2. Cabinet Member introduction

2.1 Transport is central to the success and prosperity of our residents and businesses. Everyone whether a bus passenger or a pedestrian, cyclist, motorist or rail user engages with Haringey's transport infrastructure every day. Making the best use of our existing assets and spending money wisely to improve safety, ease of movement and usage is one of the important roles for the Council. Investment in transport programmes and infrastructure has a key part to play in supporting delivery of all of our aspirations in the Corporate Plan across the Borough.

2.2 The transport programmes contained in the LIP target investment into Tottenham Hale and Tottenham Green, into high streets across the Borough and into programmes that seek to build upon our successful promotion of walking and cycling as we encourage behaviour change to low carbon modes of transport. These measures are complemented by investment to improve road safety and accessibility and efforts to minimise traffic congestion, improve air quality, reduce crime and fear of crime and reduce CO2 emissions.

2.3 Our programme monitoring shows that we are already meeting our LIP targets for more walking and cycling but we want to do more in this area to support programmes for a healthier and cleaner borough. Our Corporate Plan target is for the Council to be in the top quartile for cycling and walking by 2018. Currently we are not meeting these targets. We continue to face challenges in meeting our objective to reduce road user casualties and so for this final year we are targeting additional resources to this important objective.

3. Recommendations

3.1 That Cabinet approves the Annual Spending Submission for 2016/17 as set out in Appendix 2 of this report.



Haringey Council

3.2 That Cabinet notes the progress to date on delivering against our LIP and Corporate Plan targets

4. Other options considered

4.1 The Annual Spending Submission supports our approved LIP covering 2011 to 2031. It is, therefore, not considered necessary to consider other options.

5. Background information

5.1 The LIP forms the basis for the Council's transport projects and programmes to be pursued over the next 20 years. Although the Mayor's Transport Strategy provides the context for our LIP, there is scope to interpret the Mayoral objectives and develop our own transport objectives.

5.2 This report sets out the content of the proposed Annual Spending Submission [ASS] for 2016/17. This ASS forms the third year of our LIP Delivery Plan for 2014-17 and is detailed in appendix 2. We are required by TfL to complete a proforma spreadsheet summarising our proposals.

5.3 TfL has prepared guidance for boroughs in submitting the Annual Spending Submission for 2016/17. The guidance specifies stronger focus on road safety schemes, measures to support delivery of the emerging TfL Freight Strategy and bus stop accessibility to support Mayoral target for 95% of bus stops to be accessible by end 2016. We are required to submit the ASS by 9 October. In addition we are required by TfL to submit Major Scheme bids by 4 September.

5.4 LIP funding for transport projects is provided through 3 main categories: Corridors/Neighbourhoods and Supporting Measures, Major Schemes and Maintenance. TfL allocate funding for all categories except Major Schemes through a needs based formula. Haringey's allocation for 2016/17 is as follows:

Corridors, Neighbourhoods and Supporting Measures	£2,125,000
Principal Road Maintenance	£457,000
Local Transport Funding	£100,000
Total	£2,682,000

5.5 TfL has advised each borough to submit Principal Road Maintenance (PRM) programmes which are 25% higher than their allocation, to allow for possible reserve schemes to be brought forward. Our submission therefore will be for £571,000. TfL allocate PRM funding based on an assessment of need taken from the most recent condition surveys. The proposals in this year's plan seek to invest in 4 locations: Priory Road; High Street, N8; Turnpike Lane and Tottenham Lane.



Haringey Council

5.6 We have also submitted bids for two Major Schemes: White Hart Lane station area and for Green Lanes/Alfoxton Avenue. The former would support the planned regeneration activity around White Hart Lane station and the latter complements to recently completed schemes in Wood Green town centre and on Green Lanes.

5.7 TfL also has a separate cycling programme which complements investment in cycling funded through our LIP allocation. Our allocation for 2016/17 is confirmed as below:

Programme	2016/17
Cycle training for adults and children	£29,150
Safer lorries and vans [FORS accreditation]	£8,000
Safe Urban Driving training	£5,000
Cycle grants to school	£12,000
Cycle parking	£45,000
Staffing	£45,000
Total	£144,150

5.8 For bridge strengthening and assessment, we are seeking substantial funding over the next 3 years for strengthening of bridges and bridge assessments at a cost of £3,725,000. Most of the funding would be for strengthening of bridges on Wightman Road and Station Road.

Progress against LIP and Corporate Plan targets

5.9 The tables below show our performance against four of the LIP mandatory indicators using the latest available data.

Table 1: Walking and Cycling Modal Share

Core Target	Performance				LIP target			Corporate Plan targets
	2008/9 to 2010/11 %	2009/10 to 2011/12 %	2010/11 to 2012/13 %	2011/12 to 2013/14 %	2013/14 %	2016/17 %	2030/31 %	2018
Walking mode share	35	38	38	37	32	35	39	40 [on current measure]
Cycling mode share	1	2	2	3	3	3	5 [2026]	5 [on current measure]



Table 1 shows that the Council has already met the LIP targets for 2016/17 for both walking and cycling. Regarding the Corporate Plan targets, currently London top quartile is 5% for cycling and 40% for walking. We are therefore not meeting these targets.

5.10 The Council encourages behaviour change through a range of projects which are designed to increase awareness, offer information and advice and to remove barriers to behaviour change such as working with schools and at workplaces to support mode shift. The programme focuses on engaging the community in creative ways to support the shift towards more sustainable travel that aims to support growth by mode change, reduce congestion, improve health and reduce air pollution.

5.11 While the scope and extent of this work will be reviewed as part of the Transport Strategy, it is recommended that the Council retain a focus in this area for several reasons; as set out in the Corporate Plan we still need to do more work to promote health and well being; we have targets to meet to reduce carbon and critically a reduction in car use is key to support the regeneration plans for Tottenham and Wood Green. Traffic modelling for the Tottenham Area Action Plan highlighted the necessity to reduce car usage by around 15% with the shift being to more cycling and walking to enable the planned growth to be delivered without severely impacting on the operation of the road network.

5.12 The LIP annual spending submission is therefore putting significant funding towards such schemes which will deliver cycle lanes, cycle parking including on-street cycle hangars and softer measures to encourage safe cycling through training.

Table 2: Road Casualty Reduction Performance

Core Target	Performance				LIP target			Corporate Plan target
	2009/ 11	2010/ 12	2011/ 13	2012/ 14	2013/ 14	2016/ 17	2020	2018
Road user casualties: KSI	85	88	97	99	80	70	56	66
Road user casualties: total casualties	858	930	811	969	675	647	338*	

*target relates to 2031

5.13 The Council is yet to meet the challenging targets [LIP and Corporate Plan] for reducing road user casualties. Consequently in this year we are proposing to



Haringey Council

significantly increase funding towards local safety schemes, delivery of 20mph speed limit and target behaviour change funding towards casualty reduction particularly among vulnerable road users and through the Borough Cycling Programme [non-LIP funding] safer driving courses and FORS accreditation.

5.14 The 2014 – 2017 LIP Delivery Plan is fully reviewed in appendix 3. The table clearly shows where expenditure was originally focused, progress made to date and suggests reallocation to meet priorities as described above.

6. Comments of the Chief Finance Officer and financial implications

6.1 The Local Implementation Plan funding from Transport for London represents a significant element of the funding for the Council's capital programme for Highways and helps support the wider staffing budget within the Council due to fees earned from supporting the projects identified. The level of Council funding for 2016/17 and future years will be confirmed as part of the Capital Strategy work that is currently taking place.

7. Comments of the Assistant Director of Corporate Governance and legal implications

7.1 The Assistant Director of Corporate Governance has been consulted on the preparation of this report and comments as follows.

7.2 Under section 145 Greater London Authority Act 1999 London Borough Councils must formulate and submit to the Mayor of London a local implementation plan containing proposals for implementation of the Mayor's transport strategy for London published under section 142 of the same Act.

7.3 There are consultation requirements and each such plan must contain a timetable for implementing the different proposals in the plan and the date by which all the proposals in the plan are to be implemented.

7.4 The Mayor must then approve the plan but cannot do so unless satisfied that the plan is consistent with his transport strategy, the proposals in the plan are adequate for the purposes of the implementation of the transport strategy and that the timetable for implementation is adequate.

7.5 When the plan is approved by the Mayor it must be implemented by the Council by the date set in the plan.

7.6 Cabinet members are reminded that the Council has duties under equalities legislation and that regard must be had to the Equalities Impact Assessment carried out for the Local Implementation Plan in 2010.

8. Equalities and Community Cohesion Comments

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



Haringey Council

- 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.

- 8.2 An Equalities Impact Assessment formed part of the statutory consultation process in 2010 which informed the development of the Local Implementation Plan.

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 included increasing 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.

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 should inform the development and delivery of the schemes funded in 2016/17.

- 8.3 The Council is in the process of producing a new Transport Strategy which will present a full revision of Council priorities for LIP funding for the forthcoming 3 year Delivery Plan 2017-2020. An updated EqIA for the LIP should inform this.

9. Head of Procurement Comments

The recommendations do not have any procurement implications

Any procurement projects that are identified as part of the LIP will need to be put onto the Procurement work plan for resources to be identified and will be taken forward on an individual basis.

10. Policy Implications



Haringey Council

10.1 The LIP Annual Spending Submission 2016/17 supports and delivers the objectives, policies and delivery proposals of Haringey LIP. These reflect the transport needs and aspirations of Haringey's residents and businesses and contribute towards the implementation of key priorities with the Mayor's Transport Strategy covering the period 2011 to 2031 as well as supporting delivery of Priority 2, Priority 3, Priority 4 and Priority 5 of the Council's Corporate Plan.

11. Use of Appendices

11.1 Appendix 1 – Progress on LIP Delivery Plan 2014-2017
Appendix 2 - LIP Annual Spending Submission 2016/17
Appendix 3 – Linkages between LIP and Corporate Plan

12. Local Government (Access to Information) Act 1985

12.1 TfL Guidance on Local Implementation Plan Annual Spending Submission for 2016/17
12.2 Final Haringey Local Implementation Plan, May 2010
12.3 Haringey Corporate Plan 2015 - 2018



Progress on LIP Delivery Plan 2014-17

The table below shows the Delivery Plan for 2014-17 with 2014/15 forming the Annual Spending Submission as agreed by Cabinet in September 2013. The table includes actual/estimated spend, how the project supports meeting our LIP targets and an update on progress on delivering these projects and programmes.

Programme/ Project	2014/15 £k	2015/16 £k	2016/17 £k	Total £k	Estimated spend 2014/16 £k	Potential funding for re- allocation £k	Proposed revised submissio n 2016/17 £k	Contributi on toward LIP target	Update on Progress
Green Lanes – Alfoxton Avenue/ Green Lanes junction and surrounding area	150	600	800	1550	390	1160	0	Road user casualty reduction	Following discussion with TfL, this is being taken forward as a Major Scheme outside of Borough LIP funded programme
Tottenham High Road	293			293	293	0	0	Road user casualty reduction; mode shift to cycling and walking	Urban realm, pedestrian amenity and road safety measures completed.



Haringey Council

Programme/ Project	2014/15 £k	2015/16 £k	2016/17 £k	Total £k	Estimated spend 2014/16 £k	Potential funding for re- allocation £k	Proposed revised submissio n 2016/17 £k	Contributi on toward LIP target	Update on Progress
Tottenham Hale neighbourho od	145	153	100	398	245	153	100	Road user casualty reduction; mode shift to cycling and walking	Sustrans led community initiative focusing on environmental and safety improvements.
Hornsey Park neighbourho od	145	100	168	413	245	168	100	Road user casualty reduction; mode shift to cycling and walking	Environmental and safety measures; traffic calming and decluttering
Tottenham Green neighbourho od	145	100	150	395	245	150	100	Road user casualty reduction; mode shift to cycling and walking	Sustrans led community initiative focusing on environmental and safety improvements.



Haringey Council

Programme/ Project	2014/15 £k	2015/16 £k	2016/17 £k	Total £k	Estimated spend 2014/16 £k	Potential funding for re- allocation £k	Proposed revised submissio n 2016/17 £k	Contributi on toward LIP target	Update on Progress
20mph speed limit and zone	400	565		965	695	270	200	Road user casualty reduction; mode shift to cycling and walking	Roll out of Borough wide 20mph speed limit to be operational from February 2016; funding for 2016/17 for measures to support compliance
Cycle training	100	100	100	300	200	100	100	Mode shift to cycling; road user casualty reduction	Cycle training programme for schools and adults



Haringey Council

Programme/ Project	2014/15 £k	2015/16 £k	2016/17 £k	Total £k	Estimated spend 2014/16 £k	Potential funding for re- allocation £k	Proposed revised submissio n 2016/17 £k	Contributi on toward LIP target	Update on Progress
Smarter travel	500	400	600	1500	900	600	350	Mode shift to cycling and walking and public transport; road user casualty reduction	Wide range of measures such as personalised travel planning, workplace and school travel planning, promotional and marketing initiatives; road safety education, training and publicity; reduced allocation to reflect more focused projects
Cycling and Walking schemes	100	100	100	300	350 [additional funding allocated in Sustainable Transport works plan for 2015/16]	-50	550	Mode shift to walking and cycling	Cycle parking inc bike hangars; access improvement at Harringay Road; enhancement to Tottenham Lane; cycle routes/lanes



									to complement recently completed Tottenham gyratory; HCC priorities; support for regeneration through cycle routes linked to Tottenham AAP & borough wide Sites planning document; bike hangar programme
Local safety schemes	300	100	200	600	773 [additional funding allocated in Sustainable Transport works plan for 2015/16]	-373	550	Road user casualty reduction	Road safety measures on West Green Road from High Road to Belmont Road; road safety study; deliver reactive projects. The programme for 2016/17 will be targeted at priority locations on West Green Road, Mayes Road, and



									Middle Lane/Broadway/ Park Road.
Programme/ Project	2014/15 £k	2015/16 £k	2016/17 £k	Total £k	Estimated spend 2014/16 £k	Potential funding for re- allocation £k	Proposed revised submissio n 2016/17 £k	Contributi on toward LIP target	Update on Progress
Car club	20			20	20	0	35	Mode shift from car	Provision of car club bay infrastructure to support expansion
Haringey Community Transport	80	80	80	240	100	140	20		Transport provision for local community groups unable to access conventional transport; funding reduced following a review of value for money
Total	2298	2298*	2298*						



Additional schemes for 2016/17							Proposed revised submission 2016/17 £k		
Freight Strategy initiatives							40		Added to reflect LIP guidance
Bus stop accessibility							35		Added to reflect LIP guidance
Electric vehicle charging point infrastructure							20	Support for reduction in CO2 emissions	Supports CO2 reduction, complements Source London programme
Green Lanes traffic management review							25		To complete review of Green Lanes area commenced 2015/16
Total							2225		
Major Schemes									
Wood Green town centre	2171								Scheme completed summer 2015
White Hart Lane area, Tottenham		TBC	TBC				122		Major Scheme submission September 2015



Haringey Council

Green Lanes/ Alfoxton Avenue							1805	Road user casualty reduction	Major Scheme submission September 2015
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=* funding allocation for 2015/16 and 2016/17 has been slightly reduced by TfL from that notified in 2013

Appendix 2

LIP Annual Spending Submission for 2016/17

Programme/ Project	2016/17 £k	Reasoning
Corridors, Neighbourhoods and Supporting measures and Local Transport Funding		
<i>Community Streets</i> Tottenham Hale neighbourhood	100	Sustrans led community initiative focusing on environmental and safety improvements. Complements recently completed gyratory scheme. 3 rd and final year of project
<i>Community Streets</i> Hornsey Park neighbourhood	100	Pedestrian safety and environmental improvements, traffic calming and decluttering. Complements investment in Wood Green town centre. 3 rd and final year of project
<i>Community Streets</i> Tottenham Green neighbourhood	100	Sustrans led community initiative focusing on environmental and safety improvements. Complements investment by TfL on safety improvements on the gyratory and Mayoral investment for Tottenham Green and Tottenham Hale. 3 rd and final year of project.
Freight Strategy Initiatives	40	Development of Borough Freight Strategy initiatives. Including Consolidation schemes, retiming & efficient delivery. Engages with air quality action plan.
Traffic Calming and Management	200	Measures to support compliance of 20mph speed limit
Bus Stop Accessibility	35	Delivery of bus stop accessibility measures to support Mayoral target of 95% of all bus stops to be accessible by end 2016
Cycle training	100	Consistent with overcoming identified barriers to greater cycle use by residents. Cycle training for schools

		and adults. Supports Council's targets for more cycling
Health and Wellbeing and Behavioural Change schemes	350	Active travel initiatives including school and workplace travel planning, cycle training, personalised travel planning for Harringay Green Lanes, road safety education, training and publicity, complementary measures to support cycling infrastructure schemes and CPZ proposals. Supports Council's targets to increase cycling/walking mode share and CO2 reduction
Cycling and Walking schemes	550	Cycle routes to complement Tottenham gyratory works inc on Tynemouth Road; Haringey Cycling Campaign top priorities inc Upper Tollington Road/Endymion Road; Green Lanes/Hermitage Road jn; permeability measures in Bruce Grove area and Harringay Ladder; Crouch End area [Crouch Hall Road/Weston Park]; support for regeneration through cycle routes linked to Tottenham AAP and borough wide Sites document; bike hangars to complement community schemes and at other locations; removal of barriers on cycle path alongside Watermead Way; pedestrian amenity and safety works on West Green Road To encourage more cycling 59% of Roadshow respondents highlighted more or better cycle lanes with a further 13% identifying cycle parking. Supports promotion of

		active lifestyles to meet obesity and wellbeing outcomes
Local Safety Schemes	550	Schemes arising from the recently completed Road Safety Study. Supports Council and Mayoral targets for road casualty reduction
<i>Local Transport funding:</i> Electric vehicle charging point infrastructure	30	Additional investment to that planned by Source London. Supports CO2 reduction
<i>Local Transport funding:</i> Car club infrastructure	25	Supports further expansion of car club network
<i>Local Transport funding:</i> Green Lanes Traffic Management Review	25	Completion of review
<i>Local Transport funding:</i> Haringey Community Transport	20	Transport provision for local community groups unable to access conventional transport
Sub Total	2,225	
Principal Road Maintenance		
Priory Road	274	
High Street, N8	128	
Turnpike Lane	55	
Tottenham Lane	114	
Sub Total	571	Total includes 25% uplift for potential reserve schemes
Total	2,796	
Bridge Maintenance and Strengthening		
Station Road over New River	800	Strengthening
Wightman Road over rail	2,800	Strengthening
Cavendish Road over New River	25	Assessment
Duckett Road over New River	25	Assessment
Shepherds Hill over disused rail	25	Assessment
Springfield Avenue	50	Retaining wall
Total	3,725	
Major Schemes		
Green Lanes/Alfoxtton Avenue	1805	Supports completion of investment on High Road/Green Lanes corridor - Wood Green High Road [town centre major scheme]

		and Green Lanes scheme [borough LIP funding]
White Hart Lane area	354	Complements TfL funded reconstruction of White Hart Lane station and supports North Tottenham regeneration programme

Appendix 3

Linkages to Corporate Plan

The table below summarises how LIP funded projects and programmes support Corporate Plan priorities and objectives.

Priority	Objective	LIP funded projects and programmes
Outstanding for All Priority 2 – Enabling all adults to live healthy, long and fulfilling lives	A borough where the healthier choice is the easiest choice	Cycling and walking infrastructure inc cycle routes and cycle parking; on-street bike hangars. Behaviour change programme inc cycle training and promotional campaigns for more walking and cycling; supporting measures 20mph speed limit; car club infrastructure
Clean and Safe Priority 3 – A clean, well maintained and safe borough where people are proud to live and work	We will make our streets, parks and estates clean, well maintained and safe	Local safety scheme programme; community streets programme; investment on Principal Road Maintenance; bus stop accessibility programme; support for Haringey Community Transport
Clean and Safe Priority 3 – A clean, well maintained and safe borough where people are proud to live and work	We will make Haringey one of the most cycling and pedestrian friendly boroughs in London	Cycling and walking infrastructure inc cycle routes, parking; on-street bike hangars road safety measures targeted at vulnerable road users; 20 mph speed limits; behavioural change programme inc training, travel planning
Sustainable Housing, Growth and Employment Priority 4 – Drive growth and employment from which everyone can benefit	We will enable growth by securing infrastructure including transport, broadband, schools and health services	Major scheme submissions for White Hart Lane station area and Green Lanes/Alfoxtton Avenue
Sustainable Housing, Growth and	We will manage the impact of growth, by	Road transport forms around 20% of carbon

<p>Employment Priority 4 – Drive growth and employment from which everyone can benefit</p>	<p>reducing carbon emissions across the borough with the aim of meeting our 40:20 goal while growing the green economy</p>	<p>emissions. Measures to reduce this inc promoting alternatives to the car; promotion of electric vehicles/car clubs; freight strategy initiatives to reduce environmental impact freight traffic.</p>
<p>Sustainable Housing, Growth and Employment Priority 4 – Drive growth and employment from which everyone can benefit</p>	<p>We will focus growth by prioritising new homes and jobs in Wood Green and particularly Tottenham where need and opportunity are greatest and by bringing some of the borough’s key community assets into more active use</p>	<p>Investment in cycle route network; major scheme for White Hart Lane linked to regeneration of North Tottenham</p>