

Felicity Parker

020 8489 2919

020 8489 5218

Felicity.parker@haringey.gov.uk

27 September 2013

To: All Members of the Overview & Scrutiny Committee

Dear Member,

**OVERVIEW AND SCRUTINY COMMITTEE – WEDNESDAY 2ND OCTOBER
2013, AT 16:00HRS – CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22
8LE**

I attach a copy of the following reports for the above-mentioned meeting which were not available at the time of collation of the agenda:

6. **CALL-IN OF CAB485 - LOCAL IMPLEMENTATION PLAN ANNUAL SPENDING SUBMISSION FOR TRANSPORT 2014/15, CYCLING FUND SUBMISSION 2014-17 AND LOCAL IMPLEMENTATION PLAN THREE YEAR DELIVERY PLAN 2014-17 (PAGES 1 - 10)**

Report of the Director of Place and Sustainability

Yours sincerely

Felicity Parker
Principal Committee Co-ordinator

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Report for:	Overview & Scrutiny Committee Wednesday 2nd October 2013	Item number	
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Title:	Call In – Local Implementation Plan Annual Spending Submission for Transport 2014/15, Cycling fund submission 2014-17 and Local Implementation Plan three year Delivery Plan 2014-17
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Report authorised by :	Lyn Garner, Director of Place and Sustainability
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Lead Officer:	Malcolm Smith, Team Leader, Transportation Planning
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Ward(s) affected: All	Report for Key/Non Key Decision: Key
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1. Describe the issue under consideration

- 1.1 The Call-In of a decision to approve the LIP Annual Spending Submission for 2014/15, Cycling fund submission for 2014-17 and LIP Delivery Plan 2014-17. Any other funding source for transport is not within the remit of this report.

2. Cabinet Member Introduction

- 2.1 The aims and objectives of Haringey's LIP (Transport Strategy), covering the 20 year period 2011 to 2031, have not changed. These were subject to widespread consultation in 2010/11 through the development of Haringey LIP.
- 2.2 Haringey's LIP Annual Spending Submission (2014/15), LIP three year Delivery Plan and Cycling fund submission for 2014-17 identify projects and programmes which will continue the delivery of the LIP (Transport Strategy)



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aims and objectives approved by the Mayor in 2011. Haringey is required to submit a new 3 year LIP delivery plan for the period 2014-2017, however TfL guidance on the preparation and submission of this plan does not require, at this early stage of the 20-year plan, further consultation on each part of the delivery plan.

2.3 Our approach for prioritising LIP funded schemes over the three year period from 2014/15- 2016/17 is based on a prioritisation of Corridors and Neighbourhoods using a number of variables, including accident levels, support for regeneration, the availability of cycle routes and support for town centres. This approach was agreed at Cabinet in September 2009 and was used to prioritise areas for the first Delivery Plan for 2011-14. The same prioritisation process has been used to develop the next 3 year Delivery Plan for 2014-17. The data used for the criteria in establishing the need for transport investment was updated in December 2012.

2.4 Although other funding sources are not the subject of this call-in, it should be noted that the LIP is one of several sources of funding used by the Council to deliver highways and transport schemes across the borough, including support for the Council's Corporate programmes to regenerate Tottenham. When all sources of transport funding are considered, as detailed in section 6.9 of this report, it is apparent that substantial transport investment has been made in wards across the borough.

3. Recommendations

3.1 That the decision of the Leader as detailed in the attached minute taken on 10 September 2013 be upheld.

4. Other options considered

4.1 As per the report to Cabinet and set out in para 4.1 of the report.

5. Background information

5.1 The LIP is Haringey's Transport Strategy and forms the basis for our projects and programmes to be pursued over the period between 2011 and 2031. Although the Mayor's Transport Strategy provides the context for our LIP, we have scope to interpret Mayoral objectives and develop our own transport objectives. The LIP was subject to widespread consultation in 2010. We have submitted an Annual Spending Submission for each year of the second LIP covering 2011/12, 2012/13 and 2013/14.

5.2 The Cabinet report of 10 September 2013 sets out the content of the Annual Spending Submission for 2014/15 as well as the Delivery Plan for 2014-17 being submitted to TfL, providing scheme information for Corridors, Neighbourhoods and Supporting Measures, Principal Road and Bridge Maintenance and for the Major Scheme investment to be delivered in the



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borough during 2014/17. Appendix A in the report set out the proposed projects and programmes. This will form the basis of the submission to TfL which needs to be through a proforma spreadsheet.

5.3 Our approach for prioritising LIP funded schemes over the 20 year period uses a methodology for assessing need within the identified Neighbourhoods and Corridors [main roads]. For the purposes of the LIP the borough has been split into 24 Neighbourhoods and 10 Corridors. The intention is to treat all Neighbourhoods and Corridors over the life of the LIP between 2011 and 2031. A number of variables have been used to assess need such as accident levels, support for regeneration, the availability of cycle routes and support for town centres. This approach was agreed at Cabinet in September 2009 and was used to prioritise Neighbourhoods and Corridors investment for the first Delivery Plan between 2011 and 2014. The same prioritisation process has been used to develop the next 3 year Delivery Plan for 2014-17. The first year of the Delivery Plan 2014/15 forms the Annual Spending Submission.

5.4 TfL provides guidance to boroughs on the content of the Delivery Plan and Annual Spending Submission. TfL advise no formal review of the LIP is required as part of submitting the second 3 year Delivery Plan. TfL allocate funding for all categories except Major Schemes through a needs based formula. Haringey's allocation for 2014/15 is as follows:

Corridors, Neighbourhoods and Supporting Measures	£2,198,000
Principal Road Maintenance	£571,000
Local Transport Funding	£100,000

TfL has provided indicative allocations for 2015/16 and 2016/17 which are the same as for 2014/15 above. However, these allocations are subject to review in the light of Government funding decisions for 2015/16 and beyond. The Delivery Plan assumes the same level of funding as of 2014/15.

6. Call In Reasons and Responses

6.1 There are four reasons provided for the call in. Responses to these are as follows:

6.2 *We are concerned that residents and councillors have not been consulted about the LIP and transport plans since they were originally formulated in 2010.*

6.3 **Response** – Although no formal consultation took place for the Annual Spending Submissions for 2011/12, 2012/13 and 2013/14, extensive public consultation took place as part of developing the 20 year transport strategy including the first 3 year Delivery Plan covering 2011-14. The Annual Spending Submissions for 2011/12 and first 3 year Delivery Plan for 2011 to 2014 were agreed as part of the approval process for the LIP by Cabinet in December



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2010. TfL guidance does not require further consultation on Delivery Plans for 2014-17 and the related Annual Spending Submission for 2014/15. The overall 20 year strategy and method of prioritising investment in Neighbourhoods and Corridors, as approved by Cabinet in September 2009, provides the framework for delivery plans.

6.4 We believe that the plans are based on old data and that things have changed in the last 3 years and the plans need adjustment.

6.5 Response – As part of developing the priorities for the second 3 year Delivery Plan the data used to devise priorities for the first Delivery Plan was reviewed. For the Neighbourhood priorities updated data was used for road user casualties, car travel to local schools and recent highways/transport investment. Other variables used to assess priorities did not need to be updated. Similarly for Corridors one of the variables used to assess need relating to 3G bus priority was removed as the programme has ceased and air quality added as a variable to reflect aspirations to improve this. As for the Neighbourhoods updated data was used for some variables: road user casualties, traffic congestion, the presence of a cycle route and recent highways/transport investment. This work was carried out in December 2012.

6.6 Opposition councillors have also been frustrated that despite asking for various local transport projects to be added to the plan the Council has repeatedly said they can't be added and will have to wait another year.

6.7 Response – The LIP provides a significant source of external funding to the Council to deliver highways and transport investment. However, additional investment for highways schemes is also provided outside of the LIP through the Council's own capital resources as well as from other sources. The responses above show that the allocation of LIP funding is based on need as measured by a range of criteria. As noted in para 5.4 above the maximum total amount of LIP funding has been fixed by TfL for the three years between 2014 and 2017. This constrains projects and programmes which could be eligible for LIP funding.

6.8 The plans submitted by the Council include spending £1.7m on local transport in Tottenham and only £1.3m of spending on local transport in the rest of the borough next year. On the Council's proposals for a mini-Holland cycle scheme the gap between spending on Tottenham and the rest of the borough is even higher with £12.6m due to be spent on Tottenham and only £4m being spent for the rest of the borough. If the plans were implemented Tottenham would have an extra £9m spend on transport improvements compared to the rest of the borough. We believe that is not acceptable there is such a great disparity between the proposed spending on Tottenham and the rest of the borough.



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6.9 Response – The Council was not successful in its Mini-Holland Expression of Interest [EOI]. However, the Mayor has shown interest in four projects submitted as part of the EOI: a pilot electric bike hire scheme for the Muswell Hill, Highgate and Crouch End area of the borough; the potential re-opening of the disused rail tunnels at Highgate for a cycle route; the construction of a cycle bridge over the railway line by Alexandra Palace station; and a Borough wide Quietways network of cycle routes. We will be discussing with the Mayor's office how these may be taken forward.

As noted above not all investment in highways and transport is through the LIP. The table below shows the total transport investment for each Area Forum over last three years. The investment spend comprises LIP funding, Council capital spend on carriageways and footways, street lighting and road safety, Section 106/278 investment, other spend such as from GLA. Excluded is non-geographic spend such as for smarter travel, car club bays, cycle training, cycle parking, electric vehicle charging points, parking schemes and bus stop accessibility.

Area Forum	2011/12 £k	2012/13 £k	2013/14 £k	Total £k
Wood Green	989	1,930	4,369	7,288
Crouch End. Hornsey and Stroud Green	767	768	1,664	3,199
Muswell Hill, Alexandra, Fortis Green and Highgate	1,305	582	1,777	3,664
Northumberland Park and White Hart Lane	184	385	879	1,448
St Ann's and Harringay	616	1,059	3,038	4,713
Tottenham and Seven Sisters	335	410	2,511	3,256
West Green and Bruce Grove	773	240	429	1,442
Total	4,969	5,374	14,667	25,010

The table shows that over a three year period substantial investment, just over £14m (round %56) has been made in the rest of the Borough with about £11m for Tottenham (about 44%).

7. Variation of Action Proposed and Responses

7.1 The Call In seeks three actions. The responses to these are set out below.



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7.2 We believe that new LIP and transport funding plans should be drawn up with fresh consultation with residents and councillors, to identify the roads and junctions that local people want to be urgently improved.

7.3 Response – As noted above, LIP funding has been allocated on the basis of need with the Cabinet report setting out the proposed projects and programmes for 2014-17. We will investigate opportunities for future consultation to consider and deliver road improvements sought by local residents and councillors in accordance with any new guidance produced by TfL.

7.4 The new plans should be based on current data and not data from 2010. Funding should also be distributed fairly across the borough and spending should not be focused so much on Tottenham that the rest of the borough has to put up with crumbling roads, poor junctions and bad cycling provision.

7.5 Response – The data used for the criteria in establishing the need for transport investment was updated in December 2012. The table above shows that investment in the last three years has been across the borough. It is considered appropriate to invest in transport infrastructure to support sustainable regeneration in those areas of the Borough in most need of this investment. For Haringey this will be the east of the Borough.

The recent spend on transport shows significant investment across the borough. Our future cycle route network of Quietways which will build on the existing Greenways network is planned to be across the whole borough and connect where appropriate with adjoining boroughs.

7.6 That in the future the LIP and transport plans should be reviewed and consulted on each year and not every 3 years.

7.7 Response – As commented above it is not considered necessary to consult on the Annual Spending Submission and Delivery Plan for 2014-17 as the priorities for investment have been set for the LIP. However, for future Delivery Plans the criteria for prioritising projects will be re-evaluated.

8. Comments of the Chief Financial Officer and Financial Implications

8.1 The comments of the Chief Finance Officer have already been provided in the report to Cabinet for decision.

9. Head of Legal Services and Legal Implications

9.1 The comments of the Head of Legal Services have already been provided in the report to Cabinet for decision.



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10. Equalities and Community Cohesion Comments

10.1 As provided in the report to Cabinet for decision.

11. Head of Procurement Comments

11.1 Not applicable.

12. Policy Implications

12.1 As provided in the report to Cabinet for decision.

13. Use of Appendices

13.1 Appendix 1 – Excerpt of Minute of Decision by Cabinet 10 September 2013

14. Local Government (Access to Information) Act 1985

14.1 As provided in the report to Cabinet for decision.



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Appendix 1 Excerpt of Minute of the Cabinet 10 September 2013

Present: Councillor Claire Kober (Chair), Councillor John Bevan, Councillor Joseph Ejiolor, Councillor Joe Goldberg, Councillor Bernice Vanier and Councillor Ann Waters.

Also Present: Councillor Gideon Bull, Councillor Lyn Weber, Councillor Richard Wilson.

MINUTE NO.	SUBJECT/DECISION	ACTION BY
CAB485	<p>LOCAL IMPLEMENTATION PLAN ANNUAL SPENDING SUBMISSION FOR TRANSPORT 2014/15, CYCLING FUND SUBMISSION 2014-2017 AND LOCAL IMPLEMENTATION PLAN THREE YEAR DELIVERY PLAN 2014-2017</p> <p>Cabinet considered a report, introduced by the Cabinet Member for Environment, which sought approval of the Local Implementation Plan (LIP) Annual Spending Plan Submission for 2014/15, the Cycling Funding Submission for 2014 to 2017 and the Three Year Delivery Plan 2014 to 2017 to Transport for London (TfL).</p> <p>In response to a question Cabinet was advised that the allocations were based on an assessment of roads in the borough and this demonstrated that there was greatest need in the east of the borough; however, there was work planned for areas throughout the borough and these were detailed in the report.</p> <p>RESOLVED:</p> <p>That the Annual Spending Submission for 2014/15, Cycling Funding Submission for 2014 to 2017 and the Three Year Delivery Plan 2014 to 2017 to Transport for London (TfL) be approved.</p> <p>Alternative options considered</p> <p>The Annual Spending Submission and Delivery Plan support our approved LIP covering 2011 to 2031. It is, therefore, not considered necessary to consider other options.</p> <p>Reasons for decision</p>	<p>Director of Place and Sustainability</p>

The meeting closed at 7.10pm.

COUNCILLOR CLAIRE KOBER

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CHAIR

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