

Report for: Cabinet Meeting 9 March 2021

Title: Highways and Public Realm Investment Plan

Report authorised by Stephen McDonnell, Director of Environment and Neighbourhoods

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Ward(s) affected: All

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

1 Describe the issue under consideration

- 1.1 Haringey is a place of great opportunity with enormous potential for growth – a growing economy, more and better housing and flourishing communities. The Council has set clear ambitions through its Borough Plan to make Haringey a better place to live, encouraging investment, wealth creation and creating opportunities that all can share in.
- 1.2 Transport plays a key role in delivering those ambitions. The Highways Investment Plan (HIP) sets out the capital investment programme for 2021/2022.
- 1.3 This programme has been developed to meet Borough Plan objectives as well as the Council's transport priorities, as set out in the Local Implementation Plan (LIP3) and in the Transport Strategy. The key objectives within the Transport Strategy are as follows:
 - A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions;
 - A well-maintained road network that is less congested and safer;
 - Active travel the easier choice, with more people choosing to travel by walking or cycling;
 - Improved air quality and a reduction in carbon emissions from transport.
- 1.4 The report sets out the various funding streams for 2021/22 within Appendix 1 setting out the allocation within themes.

2 Cabinet Member Introduction

- 2.1 Transport plays a pivotal role in our daily lives, even during a global pandemic. Staying local, daily walks and meeting outdoors have become a fact of life that have increased the importance of welcoming and accessible streets and public realm.
- 2.2 It is therefore imperative that we keep up the investment in our streets and continue to press forward with our aim to ensure that Haringey has a high quality and safe highway with a reliable public transport system that is accessible to all.
- 2.3 This year, in line with our Borough Plan 2019-2023, we are investing £4.573m into a range of highway improvement schemes, making our streets work better with an improved public realm and providing a place function and improving the overall quality of our road network, encouraging walking and cycling and the use of public transport.
- 2.4 Tackling air pollution affects all aspects of the Council's work and our transport activities go hand in hand with our commitments to combatting climate change, developing and extending walking, cycling and the wider use of public transport.
- 2.5 Engagement with residents, businesses and other interested parties will continue when developing transport schemes and programmes, allowing them to contribute to design solutions to tackle traffic congestion, improve road safety and enable more people to walk and cycle. 2.6 Streets that are better for walking and cycling are better for us all.

3 Recommendations

- 3.1 It is recommended that Cabinet:
- a) Approves the Highways Investment Plan for 2021/22 financial year as set out in section 7 of this report; and
- b) Gives delegated authority to the Head of Highways and Parking, consequential on the Highways Investment Plan:
- To make decisions relating to scheme design and implementation;
 - To carry out consultation;
 - To consider representations received in response to consultation and to report significant or substantial concerns back to the relevant Cabinet Member; and
 - To make traffic management orders, where there are no valid objections.

4 Reasons for Decision

- 4.1 This HIP sets out the Council's highways and traffic projects for the coming financial year and how they align with the Council's strategic objectives.
- 4.2 The report provides detail of the funding arrangements and seeks authority to proceed with the development and delivery of these projects subject to appropriate consultation.

5 Alternative options considered

- 5.1 No other options were considered. The Council has a statutory obligation to maintain the public highway network.
- 5.2 Allocated funding is not sufficient to cover all maintenance requirements and the proposals prioritises the essential works that needs to be delivered. The 2021/22 investment plan has been informed by the Council's Transport Strategy and LIP3 which involved consultation with key stakeholders. The maintenance works programme has been prioritised through highway condition surveys by officers, visual inspections, and concerns raised by Members and by the wider community.

6 Background Information

- 6.1 The total confirmed new funding for projects within the HIP for 2021/22 is £4.373 million. The breakdown of this funding is set out in section 7 of this report.
- 6.2 In addition, in-year investment is anticipated from TfL for LIP including walking and bus priority measures. It is also expected that there will be additional investment associated with regeneration projects.
- 6.3 The programme of works is set out in themes below, summarising both the level of investment and what improvements will be delivered.
- 6.4 The details on the locations of the schemes are set out in the relevant tables within Appendix 1.
- 6.5 The programme is set out by theme as follows:
- Planned carriageway and footway maintenance
 - Highways structures, e.g. bridges
 - Walking schemes
 - Regeneration (highways) schemes
 - Bus related measures
 - Developer-funded schemes
 - Local Implementation Plan (LIP) funding from Transport for London

7 Details and Funding (as set out in tables within Appendix 1)

Planned carriageway and footway maintenance – £4,373,000 investment (Tables 1 to 5)

- 7.1 A well-maintained road network contributes to road safety, improving road conditions whilst reducing road traffic collisions for motorcyclists, pedestrians, cyclists and other road users. It also encourages active travel and reduces transport-related air pollution. Increasing investment into footway and carriageway maintenance is proposed during 2021/22 – 25/26 totalling £29.034m, including the insourcing of some delivery. Insourcing options are

currently being considered and a further report is expected to come to Cabinet during 2021/22.

- 7.2 In 2021/22, £4,373,000 is being invested in our roads and footways. This amount includes for resurfacing of principal roads, which the Council has historically received funding from TfL. At the time of writing this report, TfL was awaiting confirmation from DfT as to the level of funding it will receive. The maximum allocation for the borough could be £691,000. Any funding received from TfL up to the budgeted £500,000 will be deducted from the Council's capital investment into our roads.
- 7.3 This funding will enable carriageway resurfacing in 30 roads and relaying 22 footways throughout the borough. Included within this investment is £873,000 which is allocated to support reactive maintenance issues and also small-scale highways maintenance projects. These maintenance works include the repair of potholes and footway trip hazards.
- 7.4 The proposals across the borough were prioritised using a number of factors including the Asset Management Strategy, TfL's Streetscape Guidance document and a highway safety inspection manual. Roads were individually scored based on an engineer's visual survey, network hierarchy and classification of the road, public and Members' requests, whether on a bus route and/or cycle route and institutions (e.g. school) on the road. The individual scores were summated to give an overall score for each road and those roads that scored the highest were considered the highest priority.
- 7.5 At the time of preparing the current HAMP, it was identified that 16% of Haringey's unclassified roads require structural maintenance and the footway condition showed that 59% of the footway network requires structural maintenance. An updated survey is required and will be carried out later this year which will update these figures.
- 7.6 The list of schemes in Appendix 1 Tables 1 to 5 are for those roads which are considered, from the scoring, as being the highest priority for essential major maintenance works.
- 7.7 A number of the footway and carriageway maintenance proposals also include those which were to be implemented in 2020/21. Due to a number of reasons, including the Covid-19 pandemic, these works were not carried out.
- 7.8 All requests proposed by the public and Members were assessed and those that scored the highest are included on the proposals in the 2021/22 programme. From this assessment, by officers, the carriageways and footways that are in the worst condition were selected for improvement works. These improvement works will be to the worst sections of carriageways and footways so, in some instances, repairs to parts of the existing carriageways and footways identified will need to be undertaken in future years.

- 7.9 The 5-year long term investment of £29m will make a significant impact to the highway condition and could result in up to 60km of footway reconstruction and 50km of carriageway resurfacing works.

Highway structures e.g. bridges (Table 6)

- 7.10 The Bank Retaining Wall, in Highgate, has existing funding that is carried forward. The project is to repair / replace an existing retaining wall, brick façade and railings and closely involves Heritage England. Surveys and design are currently being carried out. Once the design is completed, approval from Heritage England will be sought with completion expected in December 2021.

Walking schemes – up to £500,000 of projects (Table 7)

- 7.11 In December 2020, Cabinet approved¹ £5.1 million for 'street space projects' from the Strategic Community Infrastructure Levy. This funding has been programmed for spend across a three-year programme, resulting in £1,700,000 per year for walking and cycling projects.
- 7.12 As set out in Appendix 1 Table 7, the Council will invest £200,000 (annually for three years) from this SCIL funding specifically for walking projects. This will include investment in crossing points and pavement widening in the vicinity to schools, wayfinding, and improvements to accessibility and permeability to town centres and green spaces.
- 7.13 It is anticipated that a further £300,000 funding may be allocated from Transport for London. However, it is important to note that the TfL funding has not yet been confirmed. The figures included in Appendix 1 are based on previous allocations from TfL but are subject to confirmation, see paragraph 7.23 for further details.
- 7.14 Projects within the walking programme have far-reaching benefits. Not only do they improve the efficiency of our road network by enabling modal shift (e.g. encouraging more people to walk who might otherwise have driven) but regular walking also brings substantial public health benefits. Furthermore, delivery of walking projects also support the Council's objectives set out in the Air Quality Action Plan and the draft Climate Change Action Plan.
- 7.15 It is noted that the other investment plans brought to Cabinet and the draft Walking and Cycling Action Plan will provide substantial additional contributions towards an improved walking environment. They include the:
- Road Safety Investment Plan, including new pedestrian crossings
 - Parking Investment Plan, including the removal of footway parking
 - Low Traffic Neighbourhoods and Liveable Neighbourhoods
 - Street Lighting Investment Plan
 - Flood Water Management Investment Plan

Regeneration Schemes (Table 8)

¹ <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IID=71778&PlanId=0&Opt=3#AI66290>

- 7.16 A series of regeneration related projects are either under way or planned for delivery by the Highways and Parking service for Regeneration.
- 7.17 These projects are taking place within Tottenham Green, Tottenham Hale, Wood Green and Alexandra Palace and will support development / regeneration of the borough aligning with the Council's objectives, including providing new homes and promoting economic development by supporting existing and new businesses.
- 7.18 Further projects may occur in-year and will be delivered as part of the Highways Investment Plan.

Bus-related measures

- 7.19 Improving reliability is essential to increasing bus usage and passenger satisfaction and therefore confidence in the service necessary to encourage a shift from private car use. Officers will continue to work with TfL and operators to identify bus "pinch points" reducing congestion and delays that impact on public transport services. These measures will deliver benefits to passengers allowing buses to move more freely.
- 7.20 Officers are awaiting confirmation from TfL on Haringey's annual funding for bus priority measures, see paragraph 7.23 for further details. In addition, officers will seek further opportunities for funding via TfL's Enabling Budget and Bus Reliability Programmes.

Developer-funded schemes (Table 9)

- 7.21 Funding is provided by developers to deal with site-specific mitigation of the impact of their development under Section 106 of the Town and Country Planning Act 1990 and Section 278 of the Highways Act 1980. This may include contribution towards parking controls, walking and cycling measures, carriageway and footway enhancement measures.
- 7.22 These modifications are identified and funded by the developer as part of the planning process. These projects will be identified by the Council's Transport Planning Team throughout the year and delivered by the highways and traffic teams.

Local Implementation Plan (LIP) funding from Transport for London

- 7.23 The Council's current LIP (LIP3) sets the strategy and informs annual spending submissions to TfL.
- 7.24 Unlike previous years, at the time of writing, the Council has not received confirmation of any TfL LIP funding for 2021/22. This is because TfL is awaiting its funding allocation by the Department for Transport.
- 7.25 In normal years, this HIP report would have sought approval from Cabinet on the programme which would have reflected an earlier spending submission to TfL and therefore would have enabled officers to start work on LIP-funded projects in April.

- 7.26 There is some level of expectation that Haringey will receive a similar amount of funding as in previous years (£1.9 million) but it is not known what programme areas this investment would be for and the value has not been confirmed.
- 7.27 It is expected that, when the position becomes clearer from TfL, Transport Planning will seek approval for the bids and any programme, including delegations that would usually be sought within this HIP.

Design, Consultation and Engagement

- 7.28 Officers are committed to ensuring that local communities are involved in identifying and developing highways schemes in their neighbourhoods.
- 7.29 The schemes identified within this report will be developed by officers in accordance with national, regional and local standards and best practice. This will include, where applicable, the input from Ward Councillors, key stakeholder groups and residents' associations at various stages, particularly during consultation and engagement exercises.
- 7.30 The expected level of consultation/ notification for schemes is set out in the attached Appendix 2. It is however noted that, at the time of writing, the UK is in Covid-19 lockdown and therefore some methods of communication typically used by the Council (such as public exhibitions or meetings) cannot happen face-to-face. The Council will continue to follow national rules and guidance on consultation methods.
- 7.31 The Council will continue to improve the quality of information available to residents and other interested parties on highways projects planned for their areas. This will involve information being made readily available on the Council's website, as well as through works signing, advanced warning signs and information letters. This will minimise disruption and inconvenience associated with these works.

8 Contribution to strategic outcomes

- 8.1 The HIP supports two key themes within the Borough Plan 2019-2023:
- 8.2 People Theme: A Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. The projects and programmes in the HIP will contribute to specific outcomes within this Theme, by improving road safety, encouraging active travel and modal shift to improve air quality.
- 8.3 Place Theme: A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The projects and programmes in the HIP will contribute to specific outcomes within this theme, by improving the public realm and road network condition, reducing road traffic collisions, while improving accessibility for all road users, in particular pedestrians, cyclists and motorcyclists.

- 8.4 London-wide contribution to a healthier London - The Mayor of London's Transport Strategy and Local Implementation Plan 3 guidance was published in 2018. The final LIP3 was approved by TfL in June 2019.
- 8.5 The Council's Local Plan - Haringey's Local Plan sets out the Council's key planning policies, which include a focus on sustainable transport.
- 8.6 Transport Strategy - the Council's 2018 Transport Strategy sets out the strategic vision, objectives and priorities on the future of transport in Haringey over the next 10 years. The Strategy outlines the role that HIP projects and programmes play in achieving this.

Statutory Officers' comments

9 Comments of the Chief Financial Officer

- 9.1 This report sets out the expenditure for the Highways Investment Plan for the forthcoming year detailing all of the key activities. A capital budget allocation of £4.373m has been included in the Council's approved capital programme to deliver these projects. The revenue costs associated with the investment are budgeted for in the MTFS agreed by Council at its budget setting meeting of the 1st March 2021. The investment plan includes £0.2m of Walking Schemes which are funded by the Strategic Community Infrastructure Levy.

10 Comments of the Head of Legal and Governance (Monitoring Officer)

- 10.1 The Head of Legal and Governance has been consulted on the preparation of this report and comments as follows.
- 10.2 The Council, as a highway authority, has a statutory obligation to maintain the public highways it is responsible for in the Council's borough and may carry out any work for the improvement of those highways.
- 10.3 This report seeks approval for the programme of highway works on the public highway for the financial year 2021/22 which is a decision that Cabinet can take in accordance with the Council's Constitution.

11 Equalities Comments

- 11.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - 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.

- 11.2 The three parts of the Duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the Duty.
- 11.3 An Equalities Impact Assessment (EqIA) formed part of the statutory consultation process in 2018/19 which informed the development of the Local Implementation Plan 3 (LIP). The LIP sets out the objectives, delivery plans and monitoring arrangements for all transport scheme proposals, including those contained in the Highways Investment Plan 2020/21.
- 11.4 The EqIA identified several disproportionate impacts that may occur on equalities groups because of the implementation of delivery plan associated with the LIP.
- 11.5 The key beneficial impacts relate to:
- Improved access to facilities will benefit all Haringey residents and visitors, but some protected groups such as older people and children will benefit disproportionately.
 - Safer roads, less congestion and reduced levels of pollution are likely to benefit people in some of the protected groups, such as older and/or disabled people with respiratory illnesses more than for the general population.
- 11.6 Groups who may have greater reliance on travel by car (e.g. people with disabilities; parents with childcare commitments; people in transport poverty) may be affected adversely in comparison to other groups who are better able to use public transport or travel actively. Schemes will be individually planned and delivered in such a way as to minimise any negative impacts that may arise.
- 11.7 The LIP includes proposals to provide a range of suitable alternatives to the car, with action plans for those who are able to choose more sustainable modes of transport but at the same time recognising some users will need to use their car.
- 11.8 Measures that increase walking and cycling through improved safety and awareness aim to improve the health and wellbeing of groups with protected characteristics who are known to experience health inequalities.
- 11.9 The LIP includes measures to undertake monitoring in order to collect data for all groups regarding modal share and travel habits. This will help the Council to identify and address any inequalities.
- 11.10 The communication and engagement measures set out in the Highways Investment Plan 2021/22 will increase awareness of works and minimise disruption caused at implementation stages. This will allow residents adequate time to make alternative arrangements, and any necessary adjustments will be made on a scheme-by-scheme basis in order to ensure continued access for

affected groups with protected characteristics including disabled and elderly residents.

- 11.11 While the ambitions of the works proposed are likely to have a positive equality impact for most residents, the carrying out of the proposed works will potentially have a negative impact on the following groups:
- 11.12 Age (older people) - there is risk of older infirm residents having to find alternative routes to avoid areas disrupted by works which may lead to increased likelihood of trips and falls. In addition, as older residents lose confidence in leaving the home due to the impact of Covid-19, highway works may further hinder their ability to build confidence and leave their homes.
- 11.13 Age (younger people) - there is a risk that young people are required to leave safe routes to and from home/school due to the implementation of highway works, which may lead them to take alternative routes that put them in harms way, either through needing to use less-safe crossings, or taking routes that may put them in danger due to local community/gang tensions.
- 11.14 Disability (physical) - there is a risk that works taking place to upgrade footpaths could reduce mobility for residents with a disability and this in turn have a knock-on impact in terms of quality of life and health opportunities.
- 11.15 Race – where works cause disruption to commuter routes, they may have a negative impact on those residents in low-paid roles who are at greater risk of sanction for arriving late to work. Given that there is a high proportion of BAME residents who occupy lower paid roles and where there is less scope to work from home, there is a potential negative impact of these works on this group. In particular for those schemes in the east of the borough where residents earn 14% lower than those in the west of the borough.
- 11.16 In light of the above, it is recommended that the consultation plans outlined in Appendix 2 be reviewed and upgraded to ensure every effort is taken to make sure that these residents are aware of upcoming works that may cause them disruption, and that more opportunities are provided for residents to feedback on impacts and supported to find alternative routes or other mitigation.

12 Use of Appendices

Appendix 1 – Funding by Theme
Appendix 2 - Consultation

13 Local Government (Access to Information) Act 1985

- Borough Plan 2019-2023
- 2018 Transport Strategy
- Local Plan
- Highways Asset Management Plan
- Local Implementation Plan November 2018
- Local Implementation Plan – 3 Year Delivery Plan 2019 - 2022

14 Web links to schemes

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

Appendix 1 – Theme - Funding for Carriageways & Footways 2021/22

Table 1: Carriageway & footway summary

Scheme Name / Location	Ward	Allocation 2021/22 (£k)
Principal road maintenance*	Various	500
Classified and unclassified roads resurfacing	Various	1,100
Footway planned maintenance (council funded)	Various	1,900
Short section footway, carriageway & highways marginal land maintenance	Various	123
Reactive maintenance	Various	750
Total		4,373

* A principal road maintenance allocation of up to £691k from TfL is yet to be confirmed which, if received, would potentially replace the £500k Council funding shown above.

Table 2: Principal road maintenance (£500k -£691k)

Road	Ward	Estimated Cost	*Revised Cost subject to TfL maximum funding
High Road, N22	Woodside	£100,000	£157,000
The Broadway, N8	Hornsey	£60,000	£65,000
West Green Road, N15	West Green	£30,000	£44,000
Lordship Lane, N17/N22	White Hart Lane/Noel Park	£100,000	£150,000
Lordship Lane, N17	White Hart Lane	£55,000	£70,000
Muswell Hill, N10	Muswell Hill	£55,000	£75,000
Bounds Green Road, N22	Bounds Green	£100,000	£130,000
Total		£500,000	£691,000

*Revised cost subject to additional TfL funding. Scope of works to be increased.

Appendix 1 – Theme - Funding for Carriageways & Footways 2021/22

Table 3: Classified and unclassified roads resurfacing

Road	Ward	Estimated Cost
Buckingham Road, N22	Bounds Green	£45,500
Stapleton Hall Road, N4 (Part)	Stroud Green	£67,000
Albert Road, N22 (Part)	Alexandra	£110,000
Wolves Lane, N22 (Part)	Woodside	£53,500
Durnsford Road, N11 (Part)	Noel Park	£91,000
Coleridge Road, N8 (Part)	Crouch End	£41,200
Denton Road, N8	Stroud Green	£81,800
Priory Gardens, N6 (Part)	Crouch End	£35,300
Alexandra Park Road, N22 (Part)	Alexandra	£55,300
Higham Road, N17 (Part)	West Green	£29,400
Hornsey Lane Gardens, N6 (Part)	Highgate	£26,500
Mayfield Road, N8 (Part)	Stroud Green	£42,300
Muswell Road, N10 (Part)	Alexandra/Fortis Green	£36,000
Myddleton Road, N22 (Part)	Bounds Green	£25,000
Stanhope Road, N6 (Part)	Crouch End	£54,000
The Park, N6 (Part)	Highgate	£30,800
Chandos Road, N17(Part)	Bruce Grove	£29,400
Winton Avenue, N11 (Part)	Alexandra	£40,800
Park Lane, N17 (Part)	Northumberland Park	£24,700
Glendish Road, N17	Tottenham Hale	£29,400
Rosebery Road, N10 (Part)	Alexandra	£64,700
Cavendish Road, N8 (Part)	Harringay	£37,600
Fairview Road, N15 (Part)	Seven Sisters	£23,500
Pelham Road, N22 (Part)	Noel Park	£25,300
Total		£1,100,000

Appendix 1 – Theme - Funding for Carriageways & Footways 2021/22

Table 4: Footway planned maintenance

Roads	Ward	Estimated Cost
Tottenham Lane, N8	Hornsey	£68,770
Belmont Road, N15 & N17	West Green	£104,710
Middle Lane, N8	Hornsey	£63,014
Palace Gates Road, N22	Alexandra	£155,949
North Road, N6	Highgate	£66,654
North Hill, N6	Highgate	£59,777
Bounds Green Road, N11 (part)	Bounds Green	£85,317
Denton Road, N8	Hornsey	£84,640
Shepherds Hill, N6	Crouch End	£55,545
Stapleton Hall Road, N4	Stroud Green	£67,675
Durnsford Road, N11	Bounds Green	£74,060
Downhills Way, N17	West Green	£149,707
Cavendish Road, N4	Harringay	£63,480
King Street, N17	Northumberland Park	£35,972
Pemberton Road, N4	Harringay	£76,176
Wightman Road, N4 & N8	Finsbury Park N4 & N8	£33,327
St Pauls Road, N17	Northumberland Park	£136,482
Kings Road, N17	Northumberland Park	£86,756
Church Road, N17	Northumberland Park	£47,610
Langdon Park Road, N6	Highgate	£90,988
Albany Road, N4	Stroud Green	£90,988
Haslemere Road, N8	Crouch End	£42,320
Willoughby Road, N8	Harringay	£61,794
Holmesdale Road, N6	Highgate	£25,392
Falkland Road, N8	Harringay	£72,896
TOTAL		£1,900,000

Appendix 1 – Theme - Funding for Carriageways & Footways 2021/22

Table 5: Short Section Footway, Carriageway & Highways Marginal Land maintenance

Scheme Name / Location	Ward	Allocation
Road marking, works around trees, short sections of carriageway or footway works (identified in year)	Various	£123,000
Responsive maintenance works (identified in year)	Various	£750,000
Total		£873,000

Table 6: Highway structure projects

Scheme Name / Location	Ward	Status
The Bank Retaining Wall (not capital)	Highgate	Ongoing. Funding carried forward

Table 7 – Walking projects

Project Name	Ward	Streetspace Plan projects (SCIL funding agreed by Cabinet December 2020)	Potential TfL funding	Total potential funding (subject to TfL)
School travel plan – walking. New / improved crossing points identified through travel plan	TBC – identified in year	£30 k	£70 k	£100 k
Wayfinding - Improvements to legibility of walking routes to and from town centres and leisure destinations		£40 k	£40 k	£80 k
Walking routes - Improved accessibility and permeability to green spaces		£30 k	£90 k	£120 k
Walking zones for town centres - Improved walking environment in town centres		£100 k	£100 k	£200 k
Total		£200 k	£300 k	£500 k

Table 8 - Regeneration projects (for information only)

Appendix 1 – Theme - Funding for Carriageways & Footways 2021/22

Scheme Name / Location	Ward
Tottenham Green 2 Public Realm	Tottenham Green
Broad Lane Public Realm	Tottenham Green
Tottenham Hale Public Realm Implementation Phase 1	Tottenham Hale
Pages Green Public Realm	Tottenham Green
Mayes Road Phase 2 Public Realm	Wood Green
Penstock Tunnell Public Realm	Wood Green, Alexandra Palace

Table 9 – Developer-funded schemes (for information only)

Scheme Name / Location	Ward
550 White Hart Lane, N17	White Hart Lane
673 Lordship Lane, N22	Noel Park
17-34 Pretoria Road, N17	Northumberland Park
17-34 Pretoria Road, N17	Northumberland Park
Hornsey Reuse & Recycling Centre, High Street, N8	Hornsey
Zenith House, 69 Lawrence Road, N15	Tottenham Green
500 White Hart Lane, N17	White Hart Lane
Mono House, 50-56 Lawrence Road, N15	Tottenham Green
500 White Hart Lane, N17	White Hart Lane
Mono House, 50-56 Lawrence Road, N15	Tottenham Green

Appendix 2: Consultation

The various highways and traffic schemes developed through this works plan will be the subject of further consultation/ notification. The level of consultation/ notification will depend on the impact of the scheme on the local community. The three consultation/notification types are:

- Notification of works (All works) – residents and businesses of affected roads will be notified by letter drop on approval of the Highways Investment Plan. In addition, they will be notified by letter drop and any other appropriate media 3 weeks in advance of work commencing.
- Statutory notification - the public will be notified of the Council's intention regarding proposals through advertisements placed in the local press and on site. Residents and businesses of the affected roads will also be notified by letter drop. The notification will provide full details of the scheme and a commencement date for construction. Resident, businesses and other interested parties will have the opportunity to approve/object to these proposals and these considerations will be taken into account before implementing the scheme.
- Full consultation – any high-profile schemes will be subject to full consultation which will include public events (where possible) and formal consultation questionnaires.

The Table below sets out the consultation process by scheme.

Scheme Name / Location.	Consultation Type		
	Notification	Statutory Notification	Full Consultation
Footway and Carriageway Improvements	✓		
Highway structures	✓		
Walking schemes		✓	✓
Regeneration Schemes		✓	
Bus related measures		✓	
Developer funded schemes		✓	
LIP schemes		✓	