

**Report for:** Cabinet –17 June 2025

**Item number:** 18

**Title:** Streets for People Investment Plan - 2025/26 to 2029/30

**Report authorised by:** Barry Francis, Corporate Director of Environment and Resident Experience

**Lead Officer:** Maurice Richards, Head of Transport and Travel

**Ward(s) affected:** All

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

## **1 Describe the issue under consideration**

- 1.1 Streets for People is a vision for thriving local streets. The ambition is to create genuine shared spaces, with a fair balance between pedestrians, active travel, public transport and private vehicles.
- 1.2 This investment plan sets out the allocation of Local Implementation Plan (LIP) – from Transport for London (TfL) - and Strategic Community Infrastructure Levy (SCIL) funding towards Haringey Council's ambitious Streets for People programme for the coming financial years – and the schemes that are currently recommended for development and delivery during the timeframe.

## **2 Cabinet Member Introduction**

- 2.1 Transport is the lifeblood that pulses through our urban landscapes, shaping not just how we move, but how we live, work, and thrive. As we stand at this pivotal juncture, it's time to challenge the car-centric assumptions that have dominated our cities for decades and embark on a transformative journey towards more vibrant, equitable, and sustainable communities.
- 2.2 Imagine streets that priorities people over vehicles, where children can safely walk and cycle to school, breathing clean air and developing lifelong healthy habits. Envisioning public spaces that foster social interaction and community cohesion, with ample green infrastructure to boost mental wellbeing and climate resilience. Picture a transport network that offers genuine choice, connecting people to opportunities and services regardless of their background or ability.
- 2.3 This is the vision we're working on in Haringey. By reallocating road space, investing in active travel infrastructure, and enhancing public transport, we're not just changing how people get around – we're unlocking the potential for a profound shift in our collective quality of life. The data paints a powerful picture. In the UK, if cycling infrastructure improved, 55% of adults say they would be

encouraged to cycle more. For women, who face disproportionate barriers to cycling, creating safe routes is paramount. A staggering 71% of women in London cite concerns about road safety as a reason they don't cycle. The lack of safe, high-quality and fully accessible cycle infrastructure represents a significant barrier that prevents many Disabled people from using cycles as mobility aids, effectively limiting their independence and participation in society—a critical issue considering that 75% of Disabled cyclists use their cycle as a mobility aid and find cycling easier than walking. Designing inclusive cycling infrastructure along main roads, which offer the most direct and convenient routes, is vital to address these concerns and enable more people to embrace active travel.

2.4 But beyond the numbers, this is about recognising the human experience at the heart of our urban environment. It's about creating choices that enrich people's lives and forge more resilient, adaptable communities. The real revolution begins when we start to see our streets and public spaces not just as they are, but as they could be – filled with the joyful movement of people, the vibrancy of local economies, and the resilience of empowered neighbourhoods.

2.5 Key Reflections:

- Our urban spaces are not static; they are dynamic and responsive to the choices we make
- The infrastructure we priorities shapes the behaviors and experiences of us all
- Each individual perspective shift can bring about broader systemic change
- The data tells a powerful story of the potential for transformative urban redesign

2.6 As we embark on this journey together, we have a unique opportunity to shape a future where urban mobility is synonymous with freedom, health, equity, and sustainability. So let us ride forth with conviction, knowing that every cycle lane, every widened pavement, every investment in accessible transport, brings us one step closer to the thriving communities we all deserve.

### **3 Recommendations**

It is recommended that Cabinet:

3.1 Approve the Streets for People Investment Plan for 2025/26 to 2029/30 financial year, as set out in the attached Appendix 2, 3 and 4 which includes a combination of SCIL funding plus carry forward of this funding. We have LIP funding as part of the fourth iteration of the Local Implementation Plan (LIP4). Noting that the capital programmes for future years are under review and that the carry forward of resources from 2024/25 is the subject of another decision when the Cabinet considers the outturn report in July. This may change the overall level of investment.

3.2 Delegate decisions relating to scheme design to the Director of Resident Experience or the Head of Highways and Parking in consultation with the

Cabinet Member for Climate Action, Environment, and Transport, subject to key decisions being considered by Cabinet, and no decisions being taken by the Director of Resident Experience/Head of Highways and Parking until after the conclusion of the call-in period following this decision.

- 3.3 Authorises the Head of Highways and Parking to (a) carry out any required consultation to deliver the schemes identified in the Streets for People Investment Plan for 2025/26 and, having had due regard to all consultation responses submitted as part of the consultation process, and having considered whether the Council should cause a public inquiry to be held, (b) to make any necessary traffic management orders, to give effect to the schemes in 2025/26 financial year, subject to key decisions being considered by Cabinet, and no decisions being taken by the Head of Highways and Parking until after the conclusion of the call-in period following this decision.

#### **4. Reasons for decision**

- 4.1 The Streets for People Investment Plan sets out the Council's projects for the coming 5 financial years and how they align with the Council's strategic objectives. They add transparency and show how the Council seeks to achieve a sustainable future. The investment plan will be subject to the ongoing review of the capital programme in light of the Council's financial challenges.
- 4.2 The Cabinet is being asked to decide on the allocation of funds from the Council's budget for 2025-26 to the schemes identified in appendices 3 and 4. This decision is driven by the need to enhance sustainable infrastructure, promote environmental sustainability, and improve the quality of life for residents. The schemes have been carefully selected based on their potential to deliver significant long-term benefits. Their development will involve thorough co-design and engagement processes to ensure they meet the needs and expectations of the community, in line with the adopted Walking and Cycling Action Plan.
- 4.3 The report provides details of the funding arrangements for the various projects and programmes and seeks authority to proceed with the development and delivery of these projects, subject to appropriate co-design and engagement.

#### **5. Alternative options considered**

- 5.1 There are no other relevant options as the Council has a statutory obligation as the highways authority to maintain and deliver improvements to the highway network subject to regulatory processes. The 2025/26 to 2029/30 Streets for People Investment Plan has been informed by numerous engagement exercises led by the Transport Planning Team, involving Members and other key stakeholders through the development of LIP4 and the emerging Safe and Sustainable Transport Strategy.

- 5.2 The programme includes transport schemes to be agreed by Cabinet via the LIP4 and Annual Spending Submission funded by Transport for London (TfL) and the allocation of some (£12.2m) in SCIL funding.

## **6. Background information**

### **Strategic Context**

- 6.1 Transport has a key role to play in enabling the achievement of the Council's aspirations for the borough. The Streets for People Investment plan for 2025/26 to 2029/30 sets out the Council's approach to managing and delivering the Corporate Delivery Plan priorities as well as the Council's strategies, as set out in the Local Implementation Plan (LIP4) and in the emerging Safe and Sustainable Transport Strategy (which will replace the 2018 Transport Strategy). Investment is targeted at measures that:
- encourage walking and cycling and the use of sustainable alternatives to private car use;
  - reduce congestion and delay that impact on public transport services;
  - improve air quality.
- 6.2 The investment plan, set out in this report, contains ambitious, challenging and wide-ranging schemes. Transformational schemes often require significant changes, including repurposing carriageway and kerbside space for healthier, more sustainable and active modes of travel, and reducing motor vehicle use and motor traffic dominance. Each scheme is subject to its own consultation, equalities considerations and decision-making processes, to ensure that the views of local communities are carefully considered at a scheme-by-scheme level alongside overarching Transport Strategy ambitions.
- 6.3 The Streets for People Investment Plan covers School Streets, walking measures, quieter streets and neighbourhoods, dockless bikes, cycle lanes, cycle hangars, bus priority, EV charging and crossings. This reflects the delivery plan set out in the 2022 Walking and Cycling Action Plan (WCAP). An update on the funded schemes for the WCAP is provided in Appendix 2 of this report.
- 6.4 The report also sets out the various funding streams for 2025/26 to 2029/30,
- 6.5 The Streets for People Investment Plan is funded from three main sources:
- A - Transport for London LIP funding: This is targeted at meeting the policies and objectives set out in the Council's LIP with the priorities influenced by the Mayor's Transport Strategy. Haringey Council's annual allocation for 2025/26 is £1.146m core funding and supplementary funding for other TfL priorities (cycle training, cycle network development (CND), micro-mobility, bus priority and residential cycle parking).
- B - TfL discretionary funding: For 2025/26, there is funding to support TfL priorities such as safer streets (£100k allocated) and the Council is shortlisted for the 'Better Bus Partnership' funding pot. A funding breakdown is provided in Appendix 1.

C - Strategic Community Infrastructure Levy (SCIL): This funding consists of two separate allocations, the most recent allocation of £9.8m (Tranche 2) as part of the Council's 2024/25 budget setting process and the remainder of the Tranche 1 allocation (originally £5.1m) of £2.4m.

D- The allocated funding for 25/26 is as follows:

- School Streets is made up of £325K of SCIL tranche 1 funding £250K LIP funding totalling £575K
- Quieter Streets and Neighbourhoods is made up of £644k of SCIL tranche 2 funding.
- Strategic Cycle routes delivery is made up of SCIL tranche 1 and SCIL tranche 2 which is £433K and £663K totalling £1,096K plus £560 K LIP funding totalling £1,656.
- Cycle hangars delivery is made up of £259K of SCIL Tranche 1 and £114K Tranche 2 plus LIP funding of £25K totalling £398K.

£000

Scheme	SCIL	LIP	Total
School Streets	325	250	575
Quieter Streets & Neighborhoods	644	0	644
Strategic Cycle Routes (delivery)	1,096	560	1656
Cycle Parking & Hangars (delivery)	373	25	398
Total	2438	835	3273

- 6.6 Projects will create healthier places, in line with the Mayor of London's Healthy Streets Plan, to support people to be active by cycling, walking and wheeling, bringing about a shift from car use to walking and cycling by promoting the concept of "active travel".
- 6.7 The outcome of the TfL LIP4 submission is investment in schemes that directly make walking and cycling a safe, enjoyable and convenient option, supporting small businesses by making high streets cleaner, safer and more enjoyable places to spend time.

**Transport policy objectives.**

- 6.8 The Streets for People Investment Plan aims to deliver policies and targets set within the Mayor of London's Transport Strategy (MTS). The MTS uses the Healthy Streets approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
- 6.9 The MTS sets the following targets for 2041 for Haringey:
- Mode share - 88% of all trips in London to be made on foot, by cycle or using public transport (77% in 2019)
  - 81% of Haringey residents will live within 400m of the strategic cycle network (currently 17%)
  - Physical activity - all Londoners complete at least 20 minutes of active travel each day which they need to do to stay healthy (currently 32%)
- 6.10 In line with the adopted Walking and Cycling Action Plan, the Council wants a vision of the following by 2032:
- A reputation for being one of the best walking and cycling boroughs, both regionally and nationally, where walking and cycling are natural choices.
  - Active travel has improved the wellbeing of Haringey residents, reduced obesity and improving air quality.
  - To reduce motor vehicle, use for short trips with a shift to active travel.

### **Transport Strategy**

- 6.11 The 2018 Transport Strategy preceded the COVID-19 pandemic which fundamentally changed travel behaviour and working practices. While some aspects of travel have returned to pre-pandemic patterns, the overall picture reveals complex and long-lasting changes. The pandemic accelerated the need to transform our transport network to support new patterns of movement, increased local journeys and the continued rise in active travel. These shifts, combined with our climate commitments, make upgrading our 2018 Transport Strategy essential. In addition, the Council also committed to a Road Danger Reduction Action Plan in March 2022, with a focus on Vision Zero through a 'Safe Systems' approach.
- 6.12 The emerging Safe and Sustainable Transport Strategy sets out the Council's updated vision, strategic objectives and policies for Haringey's transport environment for the period up to 2035. It describes the commitments that the Council is making to deliver these commitments. The Walking and Cycling Action Plan (WCAP) sits under the overarching Safe and Sustainable Transport Strategy which aligns with the Mayor of London's Transport Strategy. The WCAP sets out the Council's vision:
- walking and cycling are natural choices
  - active travel will improve the wellbeing of our residents, reducing obesity and improving air quality
  - reduce motor vehicles use for short trips with a shift to active travel.

## **7. Contribution to the Corporate Delivery Plan**

The proposal to produce a Streets for People Investment Plan will deliver a key outcome in the “Better air quality in Haringey” section of the Corporate Delivery Plan 2024-2026, which is delivery of School Streets, reducing access to motor vehicles during drop off and pick up times.

Also, in the key outcome “Expanding active travel” which is the Improve access to secure cycle parking across the borough, enhance the current cycling network within Haringey.

In addition, this Investment plan will support the delivery of key Council Strategies such as the Climate Change Action Plan, Walking and Cycling Action Plan and Development Plan.

## 8. Carbon and Climate Change

The Schemes listed within this Streets for People Investment Plan and accompanying appendices contribute positively to carbon emission reduction and mitigates climate change, through supporting and encouraging residents to use sustainable modes of transport.

## 9. Statutory Officers’ comments

### Finance

The recommendation of the report is to approve the Streets for People Investment Plan for 2025/26 to 2029/30, noting that capital budgets for this year and future years are under review in light of the Council’s financial situation. The current budgets for 2025/26 that are in the approved General Fund capital programme are as follows:

	Budget		
	£000's SCIL	£000's TfL	£000's
School Streets	438	250	688
Quieter Streets & Neighbourhoods (scheme 335)	708	0	708
Strategic Cycle Routes (Delivery)	683	350	1033
Cycle Parking & Hangars (delivery)	114	88	202
	1943	688	2631

The recommendations of the report will result in revised budgets as follows:

Revised Budget

	£000's SCIL	£000's TfL	£000's
School Streets	325	250	575
Quieter Streets & Neighbourhoods (scheme 335)	644	0	644
Strategic Cycle Routes (Delivery)	1096	560	1656
Cycle Parking & Hangars (delivery)	373	25	398
	2438	835	3273

The application of SCIL to these schemes will reduce the Streetspace Plan budget from £3m in 2025/26 to £2.505m.

### **Strategic Procurement**

Strategic Procurement have been consulted in the preparation of this report. Strategic Procurement note that the recommendations in section 3 of this report do not require a procurement decision and seeks approval of the Council's proposals in the Streets for People Investment Plan 2025/26 Strategic Procurement.

~Strategic Procurement have no objections to the report recommendations.

### **Director of Legal & Governance**

The Council has a statutory obligation under section 145 and 151 of the Greater London Authority Act 1999 to prepare and implement proposals to implement the Mayor of London's transport strategy.

This report seeks approval of the Council's proposals in the Streets for People Investment Plan 2025/26 set out in Appendix 3 and 4 to this report to implement the Mayor of London's transport strategy and to delegate to officers, authority to design the schemes for such proposals, consult on the same and make the necessary traffic orders to deliver the schemes which is an executive decision that Cabinet can take in accordance with the Council's Constitution.

### **Equality**

The council has a Public Sector Equality Duty (PSED) 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 protected characteristics and people who do not.
- Foster good relations between people who share those characteristics and people who do not.

The three parts of the duty apply 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. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

The Streets for People Investment Plan aims to create thriving local streets with a fair balance between pedestrians, active travel, public transport, and private vehicles. This investment plan sets out planned funding for Haringey's Streets for People programme for the coming financial years and the projects recommended for development and delivery during the timeframe.

An Equality Impact Assessment (EQIA) was conducted as part of the development of this Streets for People Investment Plan (Appendix C).

The EQIA identified that the Investment plan will positively impact all residents in the borough as a result of improved air quality, including those with protected characteristics.

The EQIA analysed the impact of the proposal on different protected characteristics, looking at groups most affected by or vulnerable to poor air quality will be particularly positively impacted, such as older people, children, disabled people, people from ethnic minority backgrounds and people from socioeconomically deprived backgrounds. A summary of the impacts on protected characteristics is listed below:

- Age: Positive impacts on older adults and children through improved pedestrian crossings, safer walking routes, and initiatives like School Streets that reduce pollution around schools.
- Disability: Positive impacts on individuals with mobility impairments through improved access and safer streets, and on those with health conditions through reduced air pollution.
- Gender Reassignment: Neutral impact, as no data suggests this group would be disproportionately affected.
- Marriage and Civil Partnership: Neutral impact, as the plan does not specifically target, or impact individuals based on marital or civil partnership status.

- **Pregnancy and Maternity:** Positive impacts on pregnant women and parents with young children through optimised parking access and improved pedestrian infrastructure.
- **Race:** Positive impacts on non-white residents in areas with higher social deprivation through improved air quality and infrastructure.
- **Religion or Belief:** Positive impact through improved parking provision and enforcement for community and religious events.
- **Sex:** Positive impacts on women as this improves lighting, visibility, and route connectivity to address these barriers and encourage greater participation for women.
- **Sexual Orientation:** Neutral impact, as the plan does not specifically target, or impact individuals based on sexual orientation.
- **Socioeconomic Status:** Positive impacts on lower-income communities through initiatives that improve air quality and infrastructure.

The decision presents a significant opportunity to advance equality of opportunity and foster inclusive, people-centred urban environments.

The public consultation will be used to identify any further impacts which are specific to one or more protected characteristic.

## **10. Use of Appendices**

Appendix 1 – LIP 4 Update and breakdown of proposed funding  
 Appendix 2 – Walking and Cycling Action Plan update  
 Appendix 3 – Forecasted Spending Profile for the next 5 years  
 Appendix 4 – Spending Profile 2025-26  
 Appendix 5 - EQIA

## **11. Background papers**

Walking and Cycling Action Plan

Corporate Delivery Plan