

Report for: Cabinet 20th October 2026

Item number: 11

Title: Better Bus Partnership TfL Funding

Report authorised by : Rob Krzyszowski, Director of Built Environment & Highways

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Ward(s) affected: Bounds Green, Bruce Castle, Haringay, Noel Park, Northumberland Park, Seven Sisters, South Tottenham, Tottenham Central, Tottenham Hale, West Green, White Hart Lane and Woodside.

The programme also includes borough-wide bus operational improvement measures that will benefit public transport users across all Haringey wards.

Report for Key/ Key Decision
Non Key Decision:

1. Describe the issue under consideration

- 1.1 Haringey Council has secured £10m funding from Transport for London as part of their Better Bus Partnership programme. This report seeks approval to accept the funding and lays out the approach to programme delivery.

2. Cabinet Member Introduction

- 2.1 The climate crisis is here in Haringey and already affecting the lives of our residents. From increasingly frequent heatwaves to flooding, rising living costs and worsening public health pressures, the impacts of climate breakdown are being felt most acutely by those who are least able to absorb them. At the same time, air pollution continues to damage the health of our communities, contributing to widening existing health inequalities across the borough. Every year around 100 residents die from its deadly effects.
- 2.2 For many residents, particularly those living in the east of the borough, access to a private car is not an option and car ownership is less than 50%. Instead, they rely on buses every day to reach jobs, schools, healthcare, shops and family. Yet these are often the same communities that experience the highest levels of deprivation, the poorest air quality and the greatest transport inequality. If we are serious about tackling climate challenges, improving public health and reducing inequality, we must invest in the forms of transport that people use most and which deliver the greatest social and environmental benefit. Buses support older people, disabled residents, young people and lower-income households who are most dependent on public transport.

- 2.3 The Better Bus Partnership – one of the most significant investments in Haringey’s public transport system in years - presents a significant opportunity to do exactly that. By improving bus reliability and reducing journey times on some of Haringey’s busiest corridors, we can encourage a modal shift away from private car use, cut congestion, reduce emissions and improve air quality. This is not simply a transport project; it is a public health intervention, a climate action programme and a practical measure to improve quality of life for residents across the borough.
- 2.4 As a Green administration, we believe that tackling the climate emergency and tackling inequality must go hand in hand. The Better Bus Partnership embodies that principle. It will help create a cleaner, healthier and more connected borough, while supporting economic growth and improving everyday journeys for tens of thousands of residents.
- 2.5 Every bus journey made easier, faster and more reliable is a step towards cleaner air, lower carbon emissions and a fairer borough. The Better Bus Partnership is therefore not just an investment in transport infrastructure, but an investment in the health, opportunities and future wellbeing of Haringey residents.

3. Recommendations; that Cabinet approves in accordance with CSOs 21.01 and 2.01

- a) The acceptance of £10m from Transport for London as part of its Better Bus Partnership programme, subject to the terms and conditions of the funding agreement.
- b) The delegation of decision-making, in accordance with the Council's Constitution and Contract Standing Orders, to the Director of Built Environment and Highways, in written consultation with the Lead Cabinet Member for all project changes, approvals and procurement activities required for programme delivery.
- c) Note the high-level programme of projects set out in **Tables 1, 2 and 3**, recognising that individual projects will be subject to further feasibility work, design development, stakeholder engagement, statutory processes, funding availability and detailed approval processes as required.

4. Reasons for decision

- 4.1 The £10 million Better Bus Partnership investment represents a significant opportunity to improve Haringey’s transport network and public realm, delivering benefits for residents, businesses and visitors across the borough. The programme will support a wide range of users, including bus passengers, pedestrians, cyclists and those accessing town centres, community facilities, employment areas and cultural destinations.
- 4.2 The benefits of the programme will be particularly significant for groups that are most reliant on bus travel, including young people, older residents, disabled people and

lower-income households. By improving access to employment, education, healthcare, leisure and cultural opportunities, the programme will support inclusive growth and help reduce transport inequalities across the borough.

- 4.3 The Council has sought to leverage investment into the Tottenham Area for the benefit of businesses and residents through the fact that the UEFA Euros in 2028 will see an influx of visitors to the borough, most of whom will be using public transport and the connecting footways and public realm to the Tottenham Hotspur stadium. The opportunity to provide an enhanced public realm and gateway into the borough and the on-going legacy for the borough's community is a significant opportunity for the borough.
- 4.4 There is a deadline of the delivery of the funding of financial year 2029/2030, made even more focussed with the Euros in June 2028
- 4.5 There will be detailed engagement and consultation on the different workstreams as they develop with key stakeholders, internal teams and the wider public. At this stage, the suite of projects represents a high-level summary of what might be possible, but the detail will be developed by design teams and informed by engagement once the projects have been initiated.
- 4.6 The projects in table three will use the BBP funding to develop designs only, alternative funding sources (such as S106 developer contributions, Community Infrastructure Levy (CIL) funding and Transport for London Local Implementation Plan (LIP) funding) have been identified for the delivery of these schemes. This Enables us to maximise the outcomes from the BBP programme.

5. Alternative options considered

- 5.1 There is the alternative to not accept the funding and not proceed with the programme. This would result in the Council not receiving the £10m investment in our highway assets and all the associated benefits of improved bus journey-times, improved walking and cycling and public realm will not be realised. For this reason, this option was rejected.

6. Background information

- 6.1 In June 2025 Haringey Council submitted a bid to the TfL Better Bus Partnership fund. In November 2025 TfL confirmed that Haringey Council was one of 3 London boroughs to secure the funding.
- 6.2 The aim of the programme is for TfL to work in partnership with Haringey to transform the bus network by investing in a range of infrastructure and operational interventions that will improve journey times, reliability and customer experience. The programme aims to cut bus journey times by up to 30% - which will make bus travel more attractive, increase overall bus ridership and offer the bus as a preferred alternative to travel by private car.
- 6.3 Investment proposals include:

- new bus priority measures, such as red routes, addressing vehicular pinch points and installation of bus lanes, to improve journey times
- better management of roadworks to reduce delays to buses
- bus stop improvements to make them more pleasant places where it's safer to wait and easier to change modes of transport
- street improvements to make it easier and safer to walk to bus stops and stations.

6.4 The indicative high-level suite of projects which will be explored and could potentially be designed and delivered through the funding are in table 1 and 2 below. As projects are scoped the budget allowance may need to be revised as greater detail and cost certainty is developed.

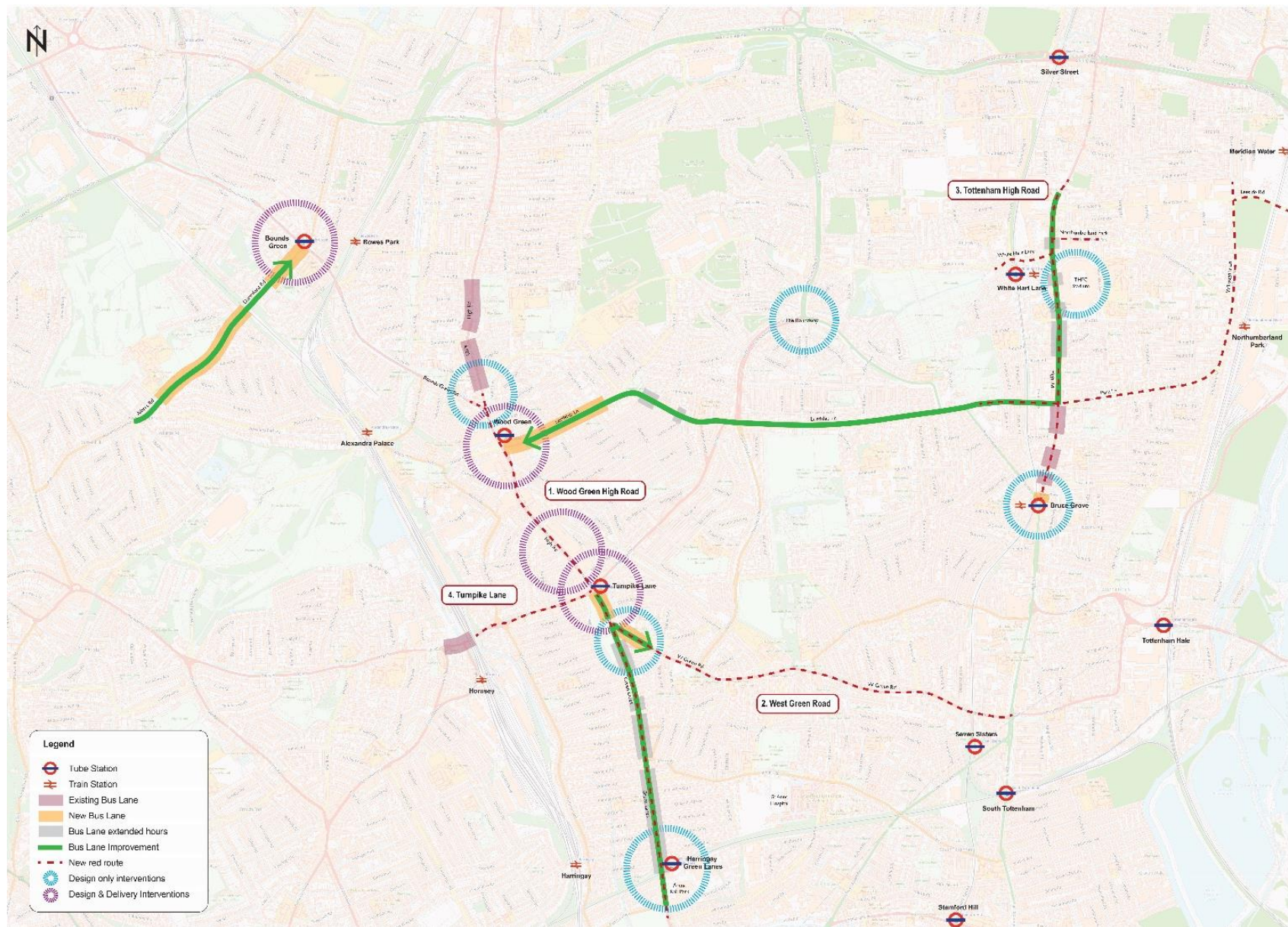


Fig 1 Overview of BBP programme

Table 1 – Public Realm focussed schemes
(NB All professional fees and engagement/ consultation costs are included)

Project	Total Estimated
	Cost (£'000)
Wood Green Bus Customer Experience	£550
Lordship Lane Bus Priority (inc. Perth Rd Junction)	£250
Lordship Lane Bus Customer Experience	£450
Wood Green Bus Station	£450
Wood Green Bus Customer Experience (additional scope)	£550
Green Lanes – Interchanges to Harringay Green Lanes and Harringay Station	£525
A1010 High Rd Public Realm – Bruce Grove to Enfield Boundary	£1,000
Junction Lordship Lane N17/High Road A1010	£555
Green Lanes – Active travel measures	£750
Borough Wide Bus Operational Improvements	£1,530
Bus Behaviour Change	£330
Route W3 Event Day Traffic Management	£150
Bus Route W3 Service Management	£150
Statutory Undertakers	£700
SUB-TOTAL	£7,940

Table 2 - Bus Priority schemes (addressing vehicular pinch-points, restricting parking and loading, freeing up routes for better bus movement)

Project	Cost (£'000)
Wood Green High Rd (A105/Green Lanes) Red Route	£300
Turnpike Lane Red Route	£350
West Green Road Red Route	£350
A1010 Bus Lane and THFC Emergency Red Route	£300
SUB TOTAL	£1,300

- 6.5 In addition, a further suite of projects will be designed with this funding but delivery of the projects will be subject to further funding through other sources such as Section 106 planning obligations developer contributions (S106s), Community Infrastructure Levy (CIL) funding, Transport for London Local Implementation Plan (LIP) funding etc. These are detailed in table 3.

Table 3 – design only schemes

DESIGN ONLY Cost (£'000)	
Bounds Green Interchange	£70
Wood Green Lordship Lane / High Rd	£120
Wood Green Tube Station Interchange	£210
Wood Green Public Realm	£70
Junction Turnpike Lane / Westbury Ave / High Rd	£110
Turnpike Lane Tube / Bus Interchange	£180
SUB-TOTAL	£760

- 6.6 The programme is due for delivery by March 2030.
- 6.7 The Better Bus Partnership funding will be provided by Transport for London (TfL) through the Council's existing Local Implementation Plan (LIP) funding arrangements and will be subject to TfL's funding conditions, assurance processes and programme monitoring requirements. The Council will be required to enter into a funding agreement with TfL setting out the terms and conditions of the grant, eligible expenditure, reporting requirements, programme milestones and delivery obligations.
- 6.8 Funding will be released in accordance with agreed annual allocations and profiling. The Council will be required to submit regular progress reports, programme updates, risk registers and financial monitoring information to TfL to demonstrate that the programme remains on track to achieve its agreed outcomes and performance targets. TfL will monitor delivery throughout the life of the programme through regular programme management meetings, quarterly Tactical Delivery Meetings and six-monthly Strategic Working Group meetings with participating boroughs.
- 6.9 As part of the funding arrangements, the Council will be required to maintain robust financial management arrangements and ensure that expenditure is incurred in accordance with the approved programme scope and budget. Appropriate records of expenditure, procurement activity and programme performance will be maintained to satisfy TfL audit and assurance requirements. Any material changes to scope, budget, programme milestones or expected outcomes will require agreement with TfL in accordance with the terms of the funding agreement.
- 6.7 Grant payments will be subject to TfL's standard requirements relating to value for money, delivery performance and compliance with applicable legislation and guidance. Where projects are not delivered, are significantly delayed, or funding is not spent in accordance with agreed purposes, TfL may withhold future grant payments, require reallocation of funding to alternative projects, or seek repayment of grant funding (clawback) in accordance with the terms of the funding agreement.

- 6.8 The Council will be responsible for ensuring that all programme expenditure complies with its Contract Standing Orders, Financial Regulations, Procurement Rules and relevant legislative requirements. All procurements undertaken as part of the programme will be subject to the Council's governance and approval processes.
- 6.9 The Haringey Deal will be integral to the development of the designs for these projects. Engagement will be incorporated into the design development of each project from the feasibility stage to ensure the community and key stakeholders (including bus users, local residents, businesses, and internal and external interested parties). can help inform and shape the designs.

7. Contribution to the Corporate Delivery Plan 2024–2026 Strategic Outcomes

- 7.1 The Better Bus Partnership programme directly supports the Council's Corporate Delivery Plan 2024–2026 and contributes to the ambition of building a fairer, greener Haringey. In particular, the programme contributes to the following themes:

7.2 Resident Experience and Enabling Success

The programme will be developed in accordance with the principles of the Haringey Deal, ensuring that residents, businesses, bus users and community stakeholders are actively involved in shaping proposals through engagement and consultation. This collaborative approach will support transparent decision-making and help ensure that investment responds to local priorities.

7.3 Responding to the Climate Emergency

The programme seeks to improve bus journey times, reliability and customer experience, encouraging greater use of public transport and reducing reliance on private vehicles. Improvements to walking routes, public transport interchanges and active travel connections will support more sustainable travel choices, contributing to the Council's climate objectives and wider efforts to reduce transport-related carbon emissions.

7.4 Place and Economy

Investment in public realm, transport infrastructure and bus priority measures will improve the attractiveness, accessibility and vitality of Haringey's town centres, high streets and strategic transport corridors. The programme will support economic growth, improve connectivity to employment opportunities and cultural destinations, and help create welcoming and accessible public spaces for residents, visitors and businesses.

7.5 A Culturally Rich Borough

There will also be opportunities to integrate cultural and placemaking interventions within public realm schemes, helping to create distinctive, attractive and vibrant places.

7.6 Safer Haringey

Public realm improvements, enhanced pedestrian environments, better lighting, improved accessibility and increased footfall along key corridors have the potential to improve perceptions of safety and support the creation of safer and more inclusive public spaces.

- 7.7 In addition, the programme will benefit groups that are particularly reliant on bus travel, including older people, young people, disabled residents and lower-income households. By improving the accessibility, reliability and affordability of sustainable transport, the programme will support inclusive growth and help ensure that the benefits of investment are shared across Haringey's communities.

8. Carbon and Climate Change

- 8.1 The Better Bus Partnership programme is expected to make a positive contribution to the Council's Climate Change Action Plan (2021) by encouraging a shift from private car use to more sustainable modes of transport, particularly bus travel, walking and cycling. Measures that improve bus journey times, reliability, accessibility and the experience of waiting for and accessing public transport can increase public transport patronage and reduce dependence on private vehicles. This has the potential to reduce transport-related carbon emissions and improve local air quality over the longer term.
- 8.2 The programme also supports more efficient use of transport infrastructure by reducing congestion and delays on the highway network. Improved traffic management arrangements, bus priority measures and better coordination of roadworks may contribute to reduced vehicle idling and lower fuel consumption across parts of the network. While the programme is not expected to generate direct energy savings for Council operations, it supports wider borough-wide reductions in transport energy use through more efficient and sustainable travel patterns.
- 8.3 Climate change adaptation has also been considered in the development of the programme. Detailed scheme design will take account of the risks associated with a changing climate, including increased temperatures, surface water flooding and more frequent severe weather events. Opportunities will be explored, where appropriate, to enhance urban greening, increase shade, improve drainage and incorporate sustainable and resilient design measures within public realm improvements. This will help ensure that transport infrastructure remains accessible, safe and functional as climate conditions change.
- 8.4 The anticipated carbon reduction and climate resilience benefits will vary across individual projects and will be developed further through the detailed design process. These comments are advisory in nature and are provided to assist decision-makers in understanding the potential climate implications of the proposals. They do not form statutory officer comments and are not, in themselves, determinative of the decision being made.
- 8.5 This programme is considered to have a generally positive impact on the Council's climate objectives through its support for sustainable transport, reduced emissions and the delivery of more climate-resilient public spaces and transport infrastructure.

9. Statutory Officers comments (Director of Finance (procurement), Director of Legal and Governance, Equalities)

9.1 Finance

- 9.1.1 This report seeks approval for the recommendations in section three above. The acceptance of this funding will ensure that LB Haringey can commit to creating cleaner, healthier and more accessible neighbourhoods across the borough.
- 9.1.2 Of the £10m total award to LB Haringey, the 2026/27 allocation amounts to £0.45m which forms part of the total c. 2.7m TfL LIP programme award. This funding will be incorporated within the current Council Capital Programme under capital scheme 309 – TfL Local Implementation Plan (LIP) budget and capital internal order number: 10008040.
- 9.1.3 In anticipation of the acceptance of this funding, scheme 309 capital budget will be amended to incorporate this additional funding during the quarter two capital budget monitoring round. It is also important to ensure that adequate planning and resources are put in place to enable LB Haringey to maximise this funding within the approved timeline of 31/03 2030.

9.2 Procurement

- 9.2.1 Strategic Procurement has been consulted on the preparation of this report. The request is for approval for the receipt of funding from Transport for London to improve the borough's transport network, public realm and contribute to air quality improvement as more effective public transport provision is available.
- 9.2.2 As required by Contract Standing Order 21.01 grants received from external bodies must be approved by Cabinet where the value is 500k or more, in line with CSO 2.01.
- 9.2.3 Strategic procurement will support commissioning and lead on any relevant procurement activity as it arises and sees no procurement-related reason why the recommendations at paragraph 3 of this report should not be approved.

9.3 Director of Legal & Governance

- 9.3.1 Cabinet is asked to approve the acceptance of £10m from Transport for London as part of its Better Bus Partnership Programme, subject to the terms and conditions of the funding agreement, and to delegate decision-making to the Director of Built Environment and Highways, in consultation with the relevant Lead Cabinet Member as appropriate, in respect of project changes and procurement required for programme delivery.
- 9.3.2 Cabinet is authorised to make this key decision under Part 3, Section C of the Council's Constitution.

- 9.3.3 The legal requirements of London boroughs in respect of Local Implementation Plans are set out in the Greater London Authority Act 1999. Section 144 requires London borough councils, in exercising their functions, to have regard to the Mayor's Transport Strategy. The proposed funding from Transport for London will be used to improve the borough's bus network in accordance with that duty.
- 9.3.4 Specific proposals for the delivery of individual schemes funded through the Better Bus Partnership Programme will be brought forward for approval in accordance with the Council's Constitution and decision-making requirements.

9.4 Equality

- 9.4.1 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
- 9.4.2 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.
- 9.4.3 This decision relates to around 24 projects which will be delivered over multiple years and for which the equalities impacts are not yet known, EqIA screenings, and if required full EqIAs, will be conducted for each project as they develop.

10. Use of Appendices

None

11. Background papers

None