



Haringey Council

Agenda item:


[No.]

Cabinet

On 21 December 2010

Report Title: Draft Local Implementation Plan (Haringey's Transport Strategy)

Report of : Niall Bolger, Director of Urban Environment

Signed :  . 8th Dec 2010

Contact Officer : Joan Hancox, Head of Sustainable Transport

Wards(s) affected: All

Report for: Key Decision

1. Purpose of the report

- 1.1. To seek approval to submit the draft Local Implementation Plan to Transport for London

2.0 Introduction by Cabinet Member

- 2.1 The Local Implementation Plan sets out our transport strategy for the next 20 years and provides details of our programme of transport projects for 2011-14. Our Delivery Plan focuses on neighbourhoods in Harringay, St Ann's and Seven Sisters and on Green Lanes and Wood Green High Road corridors. Measures will be targeted at environmental improvements, cycling and walking and traffic calming. We have a road safety, traffic calming and cycling route programme. Our smarter travel projects are aimed at schools and travel planning. Our major investment of around £3.9m is targeted at Wood Green town centre and is subject to separate bid.
- 2.2 Our transport programmes and strategy is aimed at supporting regeneration of the Borough, improving road safety and accessibility, reducing traffic, improving air quality and reducing crime and fear of crime and reducing CO₂ emissions.
- 2.3 The results of the consultation carried out between 27 September and 8 November are summarised in the report and have been fed into the draft LIP wherever possible.
- 2.4 These proposals may change due to the recommendations from the Sustainable Transport Commission which are due to be considered in the new year.

3.0 State link(s) with Council Plan Priorities and actions and /or other Strategies:

- 3.1 Mayors Transport Strategy
- 3.2 North London sub regional transport plan
- 3.3 Haringey's Core Strategy / Local Development Framework
- 3.4 Sustainable Communities Strategy
- 3.5 Greenest Borough Strategy
- 3.6 Local Area Agreement
- 3.7 Sustainable modes of travel to school Strategy
- 3.8 Haringey Regeneration Strategy
- 3.9 Haringey Community Safer Partnership Strategy
- 3.10 Haringey Air Quality Action Plan
- 3.11 Local Authority Carbon Management Plan

4.0 Recommendations

4.1 It is recommended that the Cabinet:

- (i) Notes the responses to the consultation draft
- (ii) Approve the draft LIP for submission to Transport for London
- (iii) To delegate to the Lead Member and Director of Urban Environment to make changes to the draft LIP in negotiation with TfL following submission.

5.0 Reason for recommendation

- 5.1 The LIP is our Transport Strategy and will form the basis for our projects and programmes to be pursued over the next 20 years. Although the Mayor's Transport Strategy provides the context for our LIP we have scope to interpret the Mayoral objectives and develop our own transport objectives.
- 5.2 Haringey Council are legally required by the 1999 Greater London Authority (GLA) to prepare a Local Implementation Plan (LIP) containing proposals for the implementation of the Mayors Transport Strategy (MTS) within the borough during the period 2011-2031 including a Delivery Plan for projects between 2011 and 2014.
- 5.3 We are asking TfL to approve the LIP but are requesting a different funding profile over the three financial years than the one offered. TfL may ask us to revise our transport proposals or the funding profile prior to them approving the LIP.

6.0 Other options considered

- 6.1 Outline options for the borough's transport strategy were considered as part of the options appraisal for the borough's Core Strategy. These options were:
 - Responding to the demand for car travel by maximising road capacity and parking

- Seeking to reduce car use and promote the use of sustainable transport
- To restrict car use and actively encourage and promote sustainable transport

6.2 The option selected for the Core Strategy was the second option and this has been taken forward into the Borough's Transport Strategy.

6.3 A Strategic Environmental Assessment is required for the development of the LIP. This considered a "do nothing" approach as well as Through the SEA process we are required to consider options to our preferred transport strategy and to assess these options against a range of environmental criteria.

6.4 Options are limited by the need to be in line with the Mayor's Transport Strategy. TfL provides LIP funding for Corridors/Neighbourhoods/Smarter Travel through a single grant allocation allowing the Council to decide which projects and programmes to fund provided key Mayoral objectives are addressed.

7.0 Summary (Background)

7.1 This report sets out the structure and content of Haringey Council's draft LIP which details how the Council will implement the MTS at the borough level over the next year 20 years as well as providing a detailed Delivery Plan for three years (from 2011 to 2014). The LIP is compiled in accordance with TfL guidance and consists of:

- An evidence-based identification of Borough Transport Objectives, based on the key transport issues, challenges and opportunity for Haringey, prepared within the context of the goals and challenges of the MTS and the sub regional transport plan for North London.
- A costed and affordable 3 year delivery programme of schemes and policy measures for 2011/12 to 2013/14, based on the Borough's 3 year funding allocations provided by TfL.
- A Performance Monitoring Plan which identifies locally set targets for mandatory indicators and local non-mandatory indicators which will be used to assess progress against the plan objectives.
- Development of an SEA and EQIA of the LIP. Consultants prepared the SEA environmental report and it was consulted on as part of the draft LIP.

The draft LIP is contained within Appendix A.

7.2 The Council carried out public and statutory consultation on the draft LIP, SEA and Annual Spending Submission in September/ October 2010. The Annual Spending Submission for 2011/14 was submitted to TfL on 8 October. The draft LIP submission deadline is 20 December. We completed consultation on Haringey's priority transport issues and challenges in June and July. The consultation on the draft LIP comprised information in Haringey People, through the Council's Core Strategy consultation process and online via the Council's website. Details of the comments and the response are provided in Appendix B.

7.3 The LIP includes an evidence-based identification of Borough Transport Objectives covering the period 2011- 2031. Within this section, the LIP is required to identify how the borough will work towards achieving the MTS goals

of:

1. Supporting economic development and population growth
2. Enhancing the quality of life of all Londoners
3. Improving the safety and security of all Londoners
4. Improving transport opportunities for all Londoners
5. Reducing transport's contribution to climate change and improving resilience

The borough's LIP objectives are listed in chapter 2 of the draft LIP.

8.0 Draft Local Implementation Plan 2011-2031

From 2011/12, LIP funding for transport projects is provided through three main categories: Corridors/Neighbourhoods/Supporting Measures [single block grant], Maintenance and Major Schemes. TfL allocate funding for all categories except Major Schemes through a needs based formula.

TfL have provided Haringey with details of our 3 year funding allocation for 2011 to 2014, for Corridors/Neighbourhoods/Supporting Measures as shown in the table below. Over the three years there is an overall reduction of nearly £800,000 following the Comprehensive Spending Review.

Funding for 2011-2014

Programme	2011/12 £k	2012/13 £k	2013/14 £k	Total £k
Corridors/ neighbourhoods/ supporting measures	2,259	2,167	1,858	6,284
Local transport projects	100	100	100	300
Total	2,359	2,267	1,958	6,584
Reduction over initial allocation	-98 [-4%]	-194 [-8%]	-503 [-21%]	-795 [-11%]

We are seeking to defer £162,000 of LIP funding from 2011/12 to 2013/14 to avoid Olympics work and Games and to better balance work across the three years as set out below. TfL will need to agree to this request for a change in the funding profile over the next three years.

Programme	2011/12 £k	2012/13 £k	2013/14 £k	Total £k
Corridors/ neighbourhoods/ supporting measures	2,097	2,167	2,020	6,284
Local transport projects	100	100	100	300
Total	2,197	2,267	2,120	6,584
Reduction over initial allocation (or change needed each year)	-260	-194	-341	-795

TfL has also indicated that the budget for principal road maintenance would not

be reduced between 2011 and 2014. For principal road maintenance, TfL have indicated there would be a maximum of £472,000 per year over this period. Bridges funding is based on assessment and is not included in the TfL indicative allocation. Major Schemes funding is through a three step bidding process. We submitted a revised step one proposal for Wood Green Town Centre in October for which we are seeking £3.856m over three years.

Our Delivery Plan is summarised in the table below.

Project/ Programme	2011/12 £k	2012/13 £k	2013/14 £k	Total £k
Green Lanes, Harringay and St Ann's Neighbourhood	150	616	500	1,266
Tottenham gyratory complementary measures	0	0	60	60
Wood Green High Road north of station to borough boundary	100	0	0	100
Seven Sisters Neighbourhood	0	0	100	100
Local safety schemes	200	200	200	600
DIY streets – Langham Road area, N8	400	0	0	400
DIY streets – Hornsey area	75	225	100	400
DIY streets – Noel Park estate	0	0	90	90
Greenways pedestrian/cycle routes	300	100	0	400
Local cycle routes	0	100	0	100
Biking Borough measures	156	147	147	450
Cycle training	100	100	110	310
Electric charging points	20	20	20	60
Cycle parking	23	21	21	65
Behavioural change measures	65	145	179	389
School travel planning	308	328	308	944
Road safety ETP	85	70	70	225
Workplace travel planning	25	25	25	75
Travel awareness	50	30	50	130
Accessibility measures	40	40	40	120
Local transport projects	100	100	100	300
Sub total	2,197	2,267	2,120	6,584
Principal road maintenance (to be confirmed)	472	472	472	1,416
Bridges (to be confirmed)	460	1,769	395	2,624
Sub total	932	2,241	867	4,040

Wood Green Town Centre – major scheme (subject to approval)	100	1,800	1,956	3,856
Total	3,229	6,308	4,943	14,480

Our approach for prioritising LIP funded schemes for the 2011/12 Annual Funding Submission and the subsequent 3 year period of the LIP is based on a prioritisation of Corridors and Neighbourhoods. This approach was agreed at Cabinet in September 2009. Cabinet approved our Funding Submission to TfL on 14 September and this was submitted on 8 October.

The draft LIP includes a Delivery Plan for 2011 to 2014. In addition to schemes and programmes to be implemented through TfL LIP funding we are including details of other funding for delivering transport investment such as Council resources and external funding such as through Section 106 and Section 278 agreements.

We are working with TfL on the development of a smarter travel programme potentially working with LB Enfield on cross-borough initiatives. As this work is in progress our initial proposals set out above for smarter travel, behavioural measures and travel planning work as well as for road safety education, training and publicity are likely to be amended.

As part of the LIP the Council is required to prepare a performance monitoring plan, identifying a set of indicators and locally specific targets which can be used to assess whether the LIP is delivering its objectives and the outcomes set out in the MTS.

Targets are required to be set against the following 5 mandatory performance indicators: mode share, bus service reliability, asset condition (i.e. principal road network), road traffic casualties and CO2 emissions. In addition a number of local non-mandatory performance indicators are proposed. These are: non-principal road condition, proportion of children travelling by car to school and access to services and facilities. Details of the LIP performance monitoring plan are contained in the draft LIP in Appendix A. With reductions in overall LIP funding we have reviewed our targets for the mandatory indicators.

9.0 Chief Financial Officer Comments

- 9.1 This report sets out the Council's proposed submission for funding 2011/14, from Transport for London for a number of transport projects. The total cost of the 2011/12 proposed programme is £3.229m. All costs will be fully met by Transport for London. There is no commitment of council resources to fund or match fund the TFL transport projects. Future year TFL capital investment may be affected by the spending review announcement. This submission will also be considered in the PBPR process 2011/12 to 2013/14.

10.0 Head of Legal Services Comments

- 10.1 Local Implementation Plans are statutory documents prepared under s145 of the Greater London Authority Act 1999 ("the Act") and are required to set out how the Council intends to implement the Mayors Transport Strategy. The LIP must be submitted to the Mayor for approval and the Mayor has power to direct that changes are made.
- 10.2 The Act sets out the bodies that the Council is required to consult during the preparation of its LIP, and it is confirmed that the Council's consultation as detailed at paragraph 13.0 below includes the mandatory bodies along with other organisations.
- 10.3 Cabinet members are reminded that the Council has duties under race, disability and gender legislation and that it is important to have regard to the Equality Impact Assessment attached to this report. In particular, along with other duties the Disability Discrimination Act 2005 provides that in carrying out its functions, the Council as a public body must have due regard to the need to promote equality of opportunity between disabled persons and other persons, and the need to take account of disabled persons' disabilities, even where that involves treating disabled persons more favourably than other persons.

11.0 Head of Procurement Comments – [Required for Procurement Committee]

11.1 N/a

12.0 Equalities & Community Cohesion Comments

- 12.1 A EqIA has been undertaken as part of the LIP development process and is contained in Appendix A.

13.0 Consultation

- 13.1 The Council carried out public and statutory consultation on the draft LIP, SEA, and Annual Spending Submission for a 6 week period commencing on 27th September. The draft LIP document and covering letter was sent, in general electronically, to all stakeholders and was available to view on online. Consultation details were contained with the October edition of Haringey People, the council's monthly magazine, and through a press release to local newspapers.
- 13.2 In preparation of the draft LIP, we consulted the following statutory and non-statutory consultees:
- o The Metropolitan Police and the Emergency Services
 - o TfL
 - o Organisations representing disabled people
 - o Neighbouring London boroughs (Camden, Islington, Barnet, Enfield, Waltham Forest and Hackney)
 - o Haringey Council's elected members

<p>o Local community groups, transport user groups, environmental groups and representatives of younger and older people. These will include the London Cycling Campaign, Sustrans, Living Streets, the Road Haulage Association, and the Freight Transport Association.</p> <ul style="list-style-type: none"> • Relevant stakeholders identified from the Core Strategy Consultation <p>13.3 In response to the LIP consultation, 229 responses were received and are summarised in Appendix B. Of these 186 were related to a petition for the relocation of the W7 bus stop in Muswell Hill town centre. We have investigated this issue with TfL on a number of occasions but so far TfL have rejected alternative options (these are set out in detail in Appendix B. There were 18 objections to proposals which might result in the partial or full closure of Wood Green High Road to general traffic and this element of the scheme has been dropped. TfL also provided feedback on the draft LIP and their comments related to how the document met their guidance on preparing a LIP.</p>
<p>14.0 Service Financial Comments</p> <p>14.1 The LIP programme contains different streams of capital investment required for three financial years covering 2011 to 2014; however, the LIP funding will be approved annually based on the Council's submission.</p>
<p>15.0 Use of appendices /Tables and photographs</p> <p>15.1 Appendix A – Draft LIP 15.2 Appendix B – Comments and Responses to Draft LIP</p>
<p>16.0 Local Government (Access to Information) Act 1985</p> <p>16.1 TfL Guidance on Developing the Second Local Implementation Plans, May 2010.</p>