

**Haringey** Council

<b>Report for:</b>	Cabinet, 18 September 2012	<b>Item Number:</b>	
<b>Title:</b>	Local Implementation Plan Annual Spending Submission for Transport 2013/14		
<b>Report Authorised by:</b>	Lyn Garner, Director of Place and Sustainability		
<b>Lead Officer:</b>	Malcolm Smith, Carbon Management and Sustainability		
<b>Ward(s) affected:</b>	All	<b>Report for Key/Non Key Decisions:</b>	Key Decision

**1. Describe the issue under consideration**

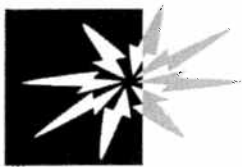
1.1 To seek approval for the submission of the Local Implementation Plan (LIP) Annual Spending Submission for 2013/14 to Transport for London (TfL).

**2. Cabinet Member introduction**

2.1 The Annual Spending Submission for 2013/14 contains transport schemes detailed within Haringey's LIP. This is the 3<sup>rd</sup> year of the LIP allocation that has been previously agreed by the Cabinet for the 2011/12 to 2013/14 period.

2.2 Haringey's transport programmes and strategy are aimed at supporting regeneration of the borough, encouraging a behaviour change to low carbon modes of transport, improving road safety and accessibility, minimising traffic congestion, improving air quality, reducing crime and fear of crime, and reducing CO<sub>2</sub> emissions.

2.3 In line with the above priorities the Annual Spending Submission for 2013/14 focuses on the completion of the widely celebrated Community street schemes in Harringay and Hornsey wards, the Tottenham Gyrotory complementary measures,



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plus Haringey Green Lanes corridor and Wood Green Town Centre Major scheme. Measures will be targeted at cycling and walking accessibility improvements, traffic calming and local safety schemes. The Council will continue to deliver our road safety, Community Streets/where relevant 20 mph zones, Biking Borough (cycle hub) and cycling route improvement programmes. Our smarter travel projects are aimed at travel behaviour change initiatives, and the continuation of the Smarter Travel roadshow events, targeted Personalised Travel Planning projects, and school and workplace travel planning.

### **3. Recommendations**

3.1 The Cabinet approve the Annual Spending Submission for 2013/14 as set out in Appendix A of this report.

### **4. Other options considered**

4.1 N/A

### **5. Background information**

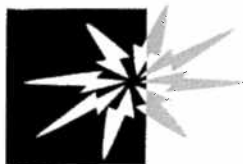
5.1 The LIP is Haringey's Transport Strategy and will form the basis for our projects and programmes to be pursued over the next 20 years. Although the Mayor's Transport Strategy provides the context for our LIP we have scope to interpret the Mayoral objectives and develop our own transport objectives.

5.2 This report sets out the content of the Annual Spending Submission for 2013/14 to TfL, providing scheme funding information for Corridors, Neighbourhoods and Supporting Measures, Principal Road and Bridge Maintenance programmes, and for the Major Scheme investment to be delivered in the borough during 2013/14. See Appendix A for scheme details. We are required by TfL to complete a proforma spreadsheet summarising our proposals.

5.3 LIP funding for transport projects is provided through 3 main categories; Corridors/Neighbourhoods and Supporting Measures, Major Schemes and Maintenance. TfL allocate funding for all categories except Major Schemes through a needs based formula. Haringey's allocation for 2013/14 is as follows:

Corridors, Neighbourhoods and Supporting Measures	£2,123,000
Principal Road Maintenance	£608,000
Local Transport Funding	£100,000

5.4 During 2013/14 all London boroughs will be required to submit a revised LIP delivery plan for the 3 year period covering 2014/15 to 2016/17, setting out details of our programme of transport schemes and funding requirements. TfL will publish borough guidance to assist with this process.



- 5.5 TfL has advised each borough to submit Principal Road Maintenance (PRM) programmes which are 25% higher than their allocation, to allow for possible reserve schemes to be brought forward. Our submission therefore will be for £760k. TfL allocate PRM funding based on an assessment of need taken from the most recent condition surveys.
- 5.6 For Bridge strengthening and assessment, Haringey are submitting a funding application for £446k, which TfL will assign in terms of pan London priority.
- 5.7 Our Wood Green Town Centre Major Scheme will require around £4.2 m allocated through TfL's 3 stage Major scheme funding process with approval of the scheme separate to the Annual Spending Submission process. Initial design work commenced in 2011/12 with further design and consultation taking place in 2012/13. Subject to TfL approval in early 2013 we expect delivery to commence in 2013/14 with completion in autumn 2014.
- 5.8 TfL states car club funding for 2013/14 should now be taken out of the borough's general LIP allocation rather than as a separate non-LIP TfL project.
- 5.9 TfL guidance makes specific reference to allow the use LIP funding as match funding for Defra funded grants to improve air quality relating to road transport. The Council has submitted Defra bids for a green wall and a "no idling campaign", which if successful will require £42.5k match funding from Haringey's 2013/14 LIP allocation. If these projects are not successful the funding will be reallocated to projects within corridors, neighbourhoods and supporting measures.
- 5.10 Our LIP provides support for the Council's aspirations to transform Tottenham set out in "A Plan for Tottenham". Measures to improve public realm such as decluttering and improving pedestrian and cycle permeability and road safety are proposed for Tottenham through a number of funding sources. Up to £400k from the following 2013/14 LIP funds will be considered: Gyratory; Local Safety; Smarter Travel. Other sources of funds will also be looked at.
- 5.11 Tottenham transport projects that we will be looking to prioritise for support in the future include:
- Wayfinding:
    1. Tottenham Hale to Tottenham Green and Tottenham High Road
    2. Tottenham Hale to Lee Valley Regional Park / Walthamstow Wetlands
    3. Tottenham Hale to Dowsett Road
  - Pedestrian crossing on Millmead Way from Hale Village linear park to Lee Valley Regional Park;
  - Tottenham Gyratory plus works (including Tottenham Hale decluttering);
  - Chestnut Road Improvements as the key pedestrian route from Tottenham Hale to the High Road.



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5.12 Six strategic transport projects are also being developed for Tottenham which may require some support from this and subsequent years LIP funding:

- White Hart Lane Station and Approach improvements;
- Tottenham Hale Station and West Anglia Line improvements;
- Victoria Line Extension feasibility;
- Seven Sisters Line improvements;
- Seven Sisters Station improvements;
- Crossrail 2 Line options

5.13 Our approach for prioritising LIP funded schemes over the three year period from 2011/12- 2013/14 is based on a prioritisation of Corridors and Neighbourhoods. This approach was agreed at Cabinet in September 2009 and the LIP includes a number of projects that will improve streets in the Tottenham regeneration area. The summary of the programme areas and schemes for 2013/14 are as follows:

### **The Corridors, Neighbourhoods & Supporting Measures:**

#### **Harringay Green Lanes corridor:**

The scheme will deliver accessibility, public realm and highways infrastructure improvements to Green Lanes town centre corridor and adjacent neighbourhoods, addressing issues of congestion, road safety, urban realm, cycle and bus accessibility and bus service reliability. Scheme completion scheduled for 2013/14.

**Tottenham Gyratory Complementary measures:** Completion of complementary measures for the conversion of the gyratory for two-way traffic working. Incorporates 20mph zone in the residential area within the gyratory plus pedestrian and cycling accessibility measures. Completion scheduled for 2013/14.

**Local safety schemes:** £100k LIP funding allocated to local safety schemes and reactive safety measures. Schemes will be identified through analysis of accident statistics and will be targeted at reducing the level of killed and seriously injured casualties, especially focusing on reducing vulnerable road users [pedestrians, cyclist, powered two wheeler and child] accidents.

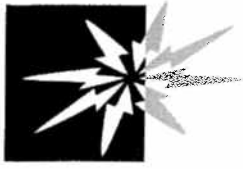
#### **Community Street/20 mph zone - Hornsey area**

Implementation of the Hornsey scheme, incorporating the area between Park Road, Tottenham Lane and Hornsey High Street/Priory Road. Scheme completion in 2013/14.

#### **Community Streets scheme – Warwick Gardens area**

Consultation and implementation of a resident led scheme to introduce cycle route and address access issues in The Gardens area. Scheme completion in 2013/14

### **Cycling/ Biking Borough Schemes**



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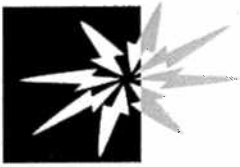
Further implementation of Greenways and London Cycle Network Links with Biking Borough measures to encourage the uptake of cycling. £100k is allocated for the cycle training programme and £21k for cycle parking.

### **Smarter Travel Programme**

The Smarter Travel Programme for 2013/14 has a LIP budget of £632.5k for delivery of low carbon and active travel behaviour change initiatives, continuation of Smarter Travel road show events, expansion of the Personalised Travel Planning and sustainable driver training projects, road safety and cycling related school and workplace travel planning initiatives.

**Local Transport funding:** TfL have allocated £100,000 in 2013/14 to every London borough to develop local transport projects. Haringey will use this to match fund the Defra air quality improvement projects and funding will also be allocated for the community transport services provided by Hackney Community Transport.

- 5.14 Funding for the expansion of electric vehicle charging infrastructure has been removed from the LIP funding submission for 2013/14, as the existing charging infrastructure is currently underutilised. Once there is evidence of an increase in demand, LIP funding for charging infrastructure expansion will be reconsidered.
- 5.15 The Borough is required to report each July to TfL on the outputs from individual schemes or packages of schemes delivered during the course of the previous financial year.



## **6. Comments of the Chief Finance Officer and financial implications**

6.1 The Local Implementation Plan funding from Transport for London represents the majority of the funding for the Sustainable Transport capital programme and helps support the wider staffing budget within the new Single Frontline service due to fees earned from supporting the projects identified. Council funding in future years has not been agreed and will form part of the 2013/14 budget process.

## **7. Head of Legal Services and legal implications**

7.1 Under section 145 Greater London Authority Act 1999 London borough councils must formulate and submit to the Mayor a local implementation plan containing proposals for implementation of the Mayor's transport strategy for London published under section 142 of the same Act. There are consultation requirements and each plan must contain a timetable for implementing the different proposals in the plan and the date by which all the proposals in the plan are to be implemented. The Mayor must then approve the plan but cannot do so unless satisfied that the plan is consistent with his transport strategy, the proposals in the plan are adequate for the purposes of the implementation of the transport strategy and that the timetable for implementation is adequate. When the plan is approved by the Mayor it must be implemented by the Council by the date set in the plan. Cabinet members are reminded that the Council has duties under equalities legislation and that regard must be had to the Equalities Impact Assessment carried out for the 3 year period 2011/12 to 2013/14.

## **8. Equalities and Community Cohesion Comments**

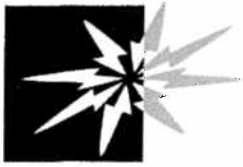
8.1 Paragraph 2.2 of the report summarised the benefits the programme will bring to Haringey residents. All residents will benefit, including groups that possess the equality characteristics protected by section 4 of the Equality Act 2010. An EqIA has been undertaken as part of the LIP development process for all scheme proposals for the 3 year period 2011/12 to 2013/14. The assessment found that the programme is not likely to have a disproportionate adverse impact on any of the protected characteristics. Its impact on community cohesion is likely to be positive as it would facilitate social interaction through easier access to better public transport.

## **9. Head of Procurement Comments**

N/A

## **10. Policy Implication**

The LIP Annual Spending Submission 2013/14 supports and delivers the objectives, policies and delivery proposals of Haringey LIP (Transport Strategy).



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These reflect the transport needs and aspirations of Haringey's residents and businesses and contribute towards the implementation of key priorities with the Mayors Transport Strategy covering the period 2011 to 2031.

**11. Use of Appendices**

11.1 Appendix A – LIP Annual Spending Submission 2013/14.

**12. Local Government (Access to Information) Act 1985**

12.1 TfL Local Implementation Plan Annual Spending Submission Guidance for 2013/14.

12.2 Final Haringey Local Implementation Plan, May 2010



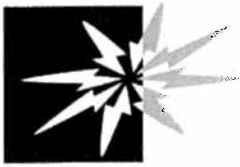
Programme Area / Scheme	Proposed LIP funding 2013/14 £k	Reasoning
<b>Corridors, Neighbourhoods and Supporting measures</b>		
Green Lanes	500	Completion of scheme
Tottenham gyratory complementary measures	100	Completion of scheme
Local safety schemes [specific measures to be identified]	85	Supports LIP targets
Community streets - Hornsey	100	Completion of scheme
Community streets - Warwick Gardens area	270	Completion of scheme
Biking Borough [3 <sup>rd</sup> and final year]	147	Completion of dedicated TfL funded project
Cycle training	110	Supports LIP targets
Cycle parking	21	Supports LIP targets
Smarter travel programme – active travel	138	Supports LIP targets
Smarter travel programme – cycling	310	Funding for cycling also from dedicated TfL Biking Borough funding [£54k in 2013/14]
Smarter travel programme – child casualties, travel planning	184.5	Supports LIP targets
Accessibility measures [community transport scheme]	42.5	To part fund annual community transport service provided by Hackney Community Transport [see below]. Future of community transport scheme to be considered post 2013/14. Funding also to be used for general highway accessibility measures.
Car Club	25	Support expansion of car club scheme
Cycle Audit	50	Proposal for borough wide cycle audit likely to be arising from Carbon Commission report due to go to Cabinet in October.
Match funding EU personal travel planning project	25	If funding bid not successful the funding will be re-allocated; decision expected in November/December 2012; if the





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		bid was successful a further £25k match funding would be needed in 2014/15.
Local Bus Challenge	15	Implementation of measures on bus route W3 following development work in 2012/13.
<b>Total</b>	<b>2,123</b>	
<b>Local Transport Funding</b>		
Community Transport scheme	57.5	£100k for borough to allocate. To fund £80k annual community transport service provided by Hackney Community Transport. Future of community transport scheme to be considered post 2013/14
Match funding for Defra Air Quality project	30	If funding bid not successful the funding will be re-allocated; decision expected in September 2012
Match funding for "no idling" campaign	12.5	If DEFRA funding bid not successful the funding will be re-allocated
<b>Total</b>	<b>100</b>	
<b>Major Scheme Funding:</b>		
Wood Green Town Centre – Mayor Scheme	4,200	Additional funding required in 2014/15. Scheme completion due in Autumn 2014/15.
<b>Principal Road Maintenance funding:</b>		
Fortis Green, N2	279	25% increase on £608k allocation, as advised by TfL. Funding allocated on assessment of need taken from the most recent condition surveys.
Westbury Avenue, N22	150	
High Road, N22	69	
Bounds Green Road outside tube station	64	
Bounds Green Road from Whittington Road to Nightingale Road	106	
West Green Road	92	
<b>Total</b>	<b>760</b>	
<b>Bridges Strengthening and Maintenance</b>		
Ferry Lane over River Lee [Old Lock]	15	Scheme funding allocated in terms of pan London priority.



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Ferry Lane over River Lee [Diversion]	15	
Station Road over New River	5	
Park Avenue over New River	15	
Quernmore Road footbridge	60	
Buckingham Road over rail	60	
Leaside Road over rail	25	
Wightman Road over rail	100	
Clyde Road over rail	55	
Shepherds Hill over disused rail	12	
Cornwall Road over disused rail	5	
Belmont Road over disused rail	12	
Westbury Avenue over disused rail	12	
Watermead Way	25	
Springfield Avenue retaining wall	30	
Total	446	