


Haringey Council

Report for:	Cabinet, 10 September 2013	Item Number:	
Title:	Local Implementation Plan Annual Spending Submission for Transport 2014/15, Cycling funding submission 2014-17 and LIP 3-year Delivery Plan 2014-17		
Report Authorised by:	Lyn Garner, Director of Place and Sustainability 		
Lead Officer:	Malcolm Smith, Team Leader, Transportation Planning		
Ward(s) affected:	All	Report for Key/Non Key Decisions:	Key Decision

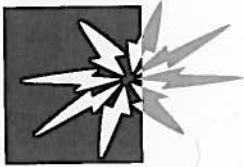
1. Describe the issue under consideration

1.1 To seek approval for the submission of the Local Implementation Plan (LIP) Annual Spending Submission for 2014/15, Cycling Funding Submission 2014-17 and 3 year Delivery Plan 2014-17 to Transport for London (TfL).

2. Cabinet Member introduction

2.1 The Annual Spending Submission for 2014/15 details transport schemes as the first year of the next 3 year Delivery Plan covering the period 2014/15 to 2016/17. The first 3 year Delivery Plan for 2011 – 14 was included in our LIP and agreed by Cabinet in 2010. Although we are required to submit a new 3 year Delivery Plan we are not required by TfL/Mayor to formally review our LIP. Overall our transport strategy set out in the LIP remains unchanged.

2.2 To deliver the Mayor's Vision for Cycling TfL has set up a separate funding process for cycle schemes. Our submission for cycling builds on our "mini Holland" bid and uses the outputs from the Haringey cycling and walking study, North London Cycle Strategy and Haringey Cycle Loop study.



2.3 Haringey's transport programmes and strategy will support the Council's corporate programmes for 2013-15 to regenerate Tottenham with the focus on Northumberland Park, Tottenham Hale, Tottenham Green and Tottenham High Road. The Government in its recent Comprehensive Spending Review announcement gave its commitment to Tottenham with a £500m borrowing guarantee for homes and transport and on top of £140m committed investment in the rail network, station improvements, site assembly, public realm and jobs programmes. Our LIP programme will complement and support this investment.

2.4 Transport programmes will encourage 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 CO₂ emissions.

2.5 In line with the above priorities the Annual Spending Submission for 2014/15 and Delivery Plan for 2014-17 focuses on completion of the major projects for Wood Green/Green Lanes corridor, urban realm improvements for Tottenham High Road complementing TfL's gyratory and High Road urban realm scheme and traffic and environmental improvements to the neighbourhoods of Tottenham Hale, Hornsey Park and Tottenham Green. We will deliver our ambitious programme for 20mph speed limit for all roads in Haringey [except for TfL roads], subject to public consultation. We will continue to support cycle training and extend our substantial smarter travel programme aimed at travel behaviour change initiatives such as roadshow events, personalised travel planning and school travel plans. Road safety is a key priority with the Mayor's newly published Road Safety Action Plan providing the context for our programme. Measures will be targeted at cycling and walking accessibility improvements, traffic calming and local safety schemes.

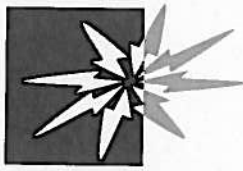
2.6 We are also seeking to submit a Major Scheme for High Road West masterplan area within the Delivery Plan period. This would support our ongoing regeneration work for Tottenham.

3. Recommendations

3.1 The Cabinet approve the Annual Spending Submission for 2014/15, Cycling Funding Submission for 2014-17 and LIP 3 year Delivery Plan for 2014/15 to 2016/17 as set out in Appendix A of this report.

4. Other options considered

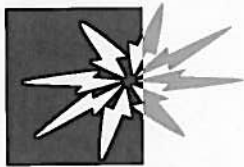
4.1 The Annual Spending Submission and Delivery Plan support our approved LIP covering 2011 to 2031. It is, therefore, not considered necessary to consider other options.



Haringey Council

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 2014/15 as well as the Delivery Plan 2014-17 being submitted 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 2014/17. See Appendix A for scheme details. We are required by TfL to complete a proforma spreadsheet summarising our proposals.
- 5.3 The 40:20 Carbon Commission was set up by the Council to identify how a 40% reduction in CO2 could be achieved in Haringey. The Commission's recommendations included investing in low carbon transport. Specific proposals related to developing a blueprint for walking & cycling infrastructure improvements leading to a step change in low carbon travel, supporting the regeneration of Tottenham by creating attractive places to live and work, developing the market for alternative fuelled vehicles and agree shared transport plans with neighbouring boroughs to tackle the vast majority of car journeys that cross borough boundaries. Significant progress has been made on these recommendations such as the cycling and walking study, developing joint working with adjoining boroughs on our smarter travel programme and the Council's focus on sustainable regeneration of Tottenham.
- 5.4 The Council is developing a programme of initiatives to support the Borough's high streets through a phased approach. Significant investment is already being made in Wood Green, Green Lanes and Tottenham [West Green Road/Seven Sisters, Bruce Grove/Tottenham High Road, Tottenham Hale] through a range of funding packages. Future investment will be targeted at Archway Road, Hornsey High Street, Stroud Green Road, Myddleton Road, Crouch End, Muswell Hill and Highgate High Street. Potentially future LIP submissions could include enhancements to urban realm and other measures for these high streets.
- 5.5 Our approach for prioritising LIP funded schemes over the three year period from 2014/15- 2016/17 is based on a prioritisation of Corridors and Neighbourhoods using a number of variables such as accident levels, support for regeneration, the availability of cycle routes and support for town centres. This approach was agreed at Cabinet in September 2009 and was used to prioritise areas for the first Delivery Plan for 2011-14. The same prioritisation process has been used to develop the next 3 year Delivery Plan for 2014-17. The LIP includes a number of projects that will improve streets in the Tottenham regeneration area. The first year of the Delivery Plan forms the Annual Spending Submission for 2014/15.



5.6 This report also covers the Cycling Funding Submission for 2014-17. TfL issued guidance for a number of elements to support cycling. This funding submission specifically relates to cycle parking [including on-street, residential and at stations], pilot cycle to school partnerships, cycle training for adults and children, work with haulage industry to improve safety and driving standards and soft measures such as smarter travel programmes. A separate spreadsheet is required by TfL to be submitted for cycling proposals which should complement and not replace cycling elements in the LIP Delivery Plan.

5.7 In response to an invitation by the Mayor sent to all outer London boroughs, we have submitted proposals for a Borough "Mini Holland" for a wide range of measures with a particular focus on Tottenham and the Lea Valley. Details of this are provided in Appendix B.

5.8 Although we are not required to review the adopted LIP there are a number of developments that have taken place since the first Delivery Plan was prepared in 2010 which influences the Delivery Plan for 2014 -17, our Cycling Funding Submission and revised interim targets. These are:

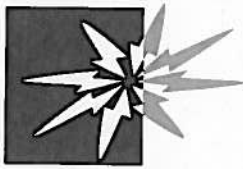
- Tottenham regeneration plans
- Updated sub-regional transport plan
- The work of the Mayor's Roads Task Force
- Safe Streets for London – The Road Safety Action Plan for London 2020
- The Mayor's Vision for Cycling
- Cycling and Walking Studies
- TfL investment through its Business Plan

The influence of each of these developments is considered below.

- Tottenham regeneration plans

Following the riots in 2011 the Mayor and the Council jointly developed "A Plan for Tottenham". This sets out our plans for 10,000 new homes and 5,000 new jobs in Tottenham by 2025. It focuses on maximising economic growth, jobs and enterprise to contribute to making Tottenham a successful and attractive place to live and work. Specific proposals relate to urban realm enhancements at Tottenham Green, Bruce Grove and the area around White Hart Lane station.

The emerging plans for High Road West in the area between the railway line through White Hart Lane and Tottenham High Road includes an aspiration for improving the High Road and greatly enhanced urban realm including public space on the approach to White Hart Lane station complementing the plans for a new White Hart Lane station.



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- Updated sub-regional transport plan

The latest plan covering 2012/13 identifies a number of challenges facing north London and the priority work areas including a study of the North Circular Road including long term options; A10/A1010 [Tottenham High Road]/A1055 [Watermead Way] corridor study including rail investment, Crossrail 2, a review of highway access to the M25; development and implementation of a cycling strategy for north London; and promotion and improvement of key tube/rail/bus interchanges in north London. The plan identifies projects that were implemented in 2012/13 including North Circular Road improvements at Bounds Green, upgrade of the Victoria line and roll out of pedestrian countdown.

- Mayor's Roads Task Force

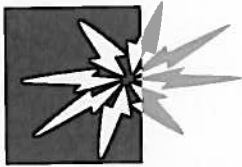
The Mayor set up the Roads Task Force to develop a roads strategy for the next 20 years. The Task Force reported in July. It articulated the challenges facing London's road network, highlighting the need to address congestion and meet growth while accommodating more walking, cycling and better public space. The Task Force identified 9 types of streets and a "toolbox" of interventions appropriate for each type of road to meet competing demands for road space. TfL supports this approach and we are required to identify the current type of road for our planned works in the Delivery Plan.

- Road Safety Action Plan

The Mayor published the Plan in June. It includes a target to reduce killed and seriously injured casualties by 40% by 2020 from a baseline of average 2005-2009. Specific measures planned by TfL include identifying a critical list of junctions on the TfL and borough road network requiring improvement, support for 20mph speed limits and zones, further roll out of pedestrian countdown and safety mirrors at traffic signals, possible restrictions on size of vehicles at certain times of the day, better enforcement, more cycle training, preparation of road safety action plans for pedestrians and motorcyclists and deliver all actions in Cycling Safety Action Plan.

- Mayor's Vision for Cycling

The Mayor's Vision has four key outcomes: 1] a tube network for the bike; 2] safer streets for the bike; 3] more people travelling by bike and 4] better places for everyone. Specific proposals include better Barclays superhighways, Quietways network of local cycle routes which will build on existing Greenways routes and also use lightly trafficked roads, "Mini - Hollands" transformational schemes in the suburbs, better junctions, safer lorries, 20mph zones/limits, cycle parking and training, pilot electric bike hire scheme, better enforcement and improved public spaces.



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- Cycling and Walking studies

There have been three recent studies relating to cycling or walking affecting Haringey:

1] The North London Cycling Strategy covering the boroughs of Haringey, Enfield, Waltham Forest and Barnet identified a range of measures to encourage cycling including identifying a network of Quietways cycle routes, identify gaps in existing cycle routes, appoint a sub regional co-ordinator to drive forward the strategy, improving cycling at the most challenging junctions, improve permeability for cycling and support for behavioural measures.

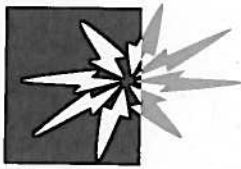
2] Haringey Cycle Loop. Haringey Cycling Campaign has developed a proposal for a "Haringey Cycle Loop". The aim of the Loop is to encourage people to try cycling in the relatively safe environment of off road routes and on quieter roads in the Borough. Consultants were commissioned to develop the proposal and their report is summarised in Appendix C.

3] Haringey Cycling and Walking Study. Consultants carried out an audit of the Borough's A and B roads [except for TfL roads] against the London Cycling Campaign's Go Dutch principles, identified gaps in the current Haringey cycle route network and developed initial proposals to address these gaps, identified a network of Quietways as per Mayor's Vision for Cycling, carried out a walking audit of the Borough's town centres and key interchanges. A working group chaired by Cllr Canver oversaw the development of the study. The outputs from the consultant's report which is summarised in Appendix D have formed the basis for our cycling funding submission, Quietways and LIP programmes.

- TfL investment in its Business Plan

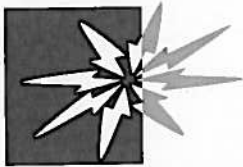
Committed schemes which have an impact on Haringey and our next Delivery Plan for 2014-17 include two way working of Tottenham gyratory and improved bus interchange at Tottenham Hale station, improvements to Tottenham Hale station, 3 tracking of West Anglia main line to provide new local rail service between Angel Road and Stratford of 4 trains per hour with additional platforms at Northumberland Park and Tottenham Hale, Thameslink upgrade, Northern line upgrades, Victoria line upgrade, electrification of Barking – Gospel Oak line, accessibility improvements at South Tottenham and Tottenham Hale stations and capacity and accessibility enhancements to Finsbury Park station.

5.9 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 2014/15 is as follows:



Corridors, Neighbourhoods and Supporting Measures	£2,198,000
Principal Road Maintenance	£571,000
Local Transport Funding	£100,000

- 5.10 TfL has provided indicative allocations for 2015/16 and 2016/17 which are the same as for 2014/15 above. However, these allocations are subject to review in the light of Government funding decisions for 2015/16 and beyond. The Delivery Plan assumes the same level of funding as of 2014/15.
- 5.11 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 £714,000 each year. This would deliver schemes for 2014/15 in Tottenham [£150,000] to complement TfL's gyratory project as well as Muswell Hill Broadway, Green Lanes and Watermead Way. TfL allocate PRM funding based on an assessment of need taken from the most recent condition surveys.
- 5.12 For bridge strengthening and assessment, we are seeking substantial funding over the next 3 years for assessment and strengthening of bridges on Ferry Lane by Tottenham Hale station, Station Road over New River and Bounds Green Road over rail near Bowes Park station. We are seeking more than £1.5m for 2014/15 and a further £5.8m for 2015/16 to 2016/17.
- 5.13 Our Wood Green Town Centre Major Scheme costs an estimated £4.3m. Funding is 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 September 2013 we expect construction to commence in late 2013 for completion in December 2014.
- 5.14 Our LIP provides support for the Council's aspirations to transform Tottenham set out in "A Plan for Tottenham" and the Council's Corporate Plan for 2013/14 – 2014/15. 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. Specific proposals are being developed by TfL for Tottenham High Road in the Bruce Grove area for urban realm, road safety and pedestrian amenity improvements. We are looking to build on this with Mayoral funding for Growth on the High Road. We will be allocating LIP funding to local neighbourhood schemes in Tottenham Hale and Tottenham Green areas as well as main road or corridor funding for Tottenham High Road. This investment could deliver a pedestrian link between Tottenham Hale station and Tottenham Green for which design work is being carried out in 2013/14.



Haringey Council
Cycling funding

5.15 In relation to TfL's separate cycling programme we are submitting the following schemes, summarised in Appendix A. TfL has provided guidance on the maximum funding available to each borough for each of the three identified areas below:

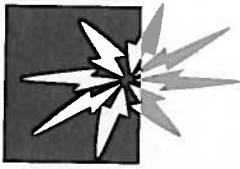
- Safer streets for the bike – cycle training, safer lorries and vans and delivery of Certificate of Professional Competence (CPC) safer urban driver training
- More people travelling by bike – on street cycle parking, residential cycle parking and cycle to school partnerships
- Support for cycling – monitoring the impacts of additional investment in cycling and staffing to deliver the cycling programme

We have submitted a proposal to TfL for a cycle to school partnership for 2013/14. The proposal is for feasibility studies for cycle routes around 3 schools and a children's centre in Northumberland Park and 3 schools in Muswell Hill. The feasibility study will provide the basis for implementing measures in 2014-16. In addition for 2013/14 we have secured additional TfL funding for cycle parking [£90,000], cycle training [£60,000] and monitoring and staffing [£13,000].

5.16 In a separate process TfL are inviting proposals for Quietways. These are longer distance direct routes on quiet roads for a more relaxed ride. These routes would be largely radial into central London but some orbital routes are likely. The former Greenways programme will form part of this new programme. Each route would be delivered as a whole and will cross borough boundaries requiring effective co-ordination of proposals between boroughs. Boroughs are being invited to put forward Quietways route options and identify key challenges for each option as well as possible "quick wins". TfL is seeking borough proposals by September. TfL would be working with the Borough to develop these ideas further between September and November. TfL will be allocating funding for Quietways outside the LIP process. We have already carried out some assessment of potential Quietways as part of our Mini Holland submission. In addition the cycling and walking study, above, has identified potential Quietways routes and links into these.

LIP funding

5.17 The summary of the programme areas and schemes for 2014/15 to 2016/17 are as follows:



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Corridors, Neighbourhoods & Supporting Measures:

Harringay Green Lanes corridor

The scheme will build on the scheme being delivered in 2013/14 for Green Lanes. The focus is the Alfoxton Avenue/Green Lanes junction and associated urban realm improvements.

Tottenham High Road corridor

The project would improve cycling, road safety, pedestrian amenity and urban realm complementing TfL's plans for Bruce Grove and Tottenham gyratory and Mayoral regeneration funded project for Tottenham High Road being led by the Council.

Tottenham Hale neighbourhood

This scheme would include a greatly enhanced pedestrian link between Tottenham Hale station and Tottenham Green for which design work is being carried out in 2013/14, better cycle access, urban realm and road safety improvements.

Tottenham Green neighbourhood

This scheme is aimed at delivering road safety benefits, environmental and urban realm improvements and would complement the works planned for Tottenham Green.

Hornsey Park neighbourhood

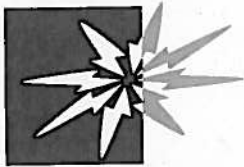
Measures for this area would include environmental and traffic management measures which would complement our major scheme for Wood Green town centre which is due to complete late 2014.

20mph speed limit

The Council is currently consulting on a proposed borough wide 20mph speed limit on all roads except for TfL roads. The closing date for the consultation is 31 October. Subject to the results of the consultation the plan is to implement a borough wide signage only scheme over the next two years with possible physical measures around schools.

Local safety schemes

LIP funding is being 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



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casualties, especially focusing on reducing vulnerable road users [pedestrians, cyclist, powered two-wheeler and child] accidents.

Smarter Travel Programme

The Smarter Travel Programme for 2014-17 has a LIP budget of £1.5m 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. Some of this funding will be used as match funding for an EU project to deliver personalised travel planning in the Borough. However, there would be a net increase in funding of about £150,000 for the smarter travel programme.

Cycling and Walking schemes

Proposals from the cycling and walking study will be used to develop this programme. The schemes will focus on the borough's main town centres, key transport interchanges and improving cycling on the Borough's main roads.

Cycling training

This will be targeted at child and adult training. Much of the investment in cycling would be through the separate cycling funding process.

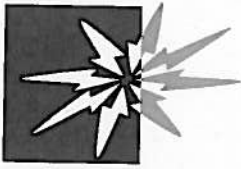
Local Transport funding

TfL have allocated £100,000 in 2014/15 to every London borough to develop local transport projects. It is planned this will continue into 2015/16 and 2016/17. We are planning to allocate this funding for the community transport services provided by Hackney Community Transport and for further implementation of the car club scheme in 2014/15.

Major Schemes

TfL guidance requires each borough to identify in outline any major scheme proposals to be delivered within the Delivery Plan 2014/17. These schemes should focus on making transformational improvements and contribute to delivering the Mayor's Better Streets agenda.

TfL has a separate bidding process for submission of Major Schemes which is defined as projects costing in excess of £1m. The major scheme is a 3 step process: step 1 – scheme justification; step 2 – scheme development, consultation and detailed design and step 3 – implementation.



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TfL Major Scheme guidance provides specific advice on the type of schemes which could be supported:

1. Interchanges and stations

These should be those identified in TfL's interchange plan and/or in the Borough's LIP. Particular mention is given to a new public piazza, accessibility improvements along key routes to the station, measures to improve personal security and better interchange between public transport modes and improved cycle parking.

2. Town Centres

Town centres selected should be as identified in the London Plan and the borough's LIP. Works should extend to key pedestrian and cycle routes. Access to stations or interchanges should be included where they are integral or close by the town centre.

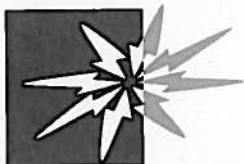
3. Areas of High Footfall and Deprivation

There are a number of areas of high footfall including visitor attractions or areas of deprivation that do not fit within stations/interchanges and town centres.

High Road West masterplan

It is considered High Road West should be the subject of a Major Scheme bid. Specifically the bid could focus on delivering the Stadium approach between White Hart Lane and High Road which would form the first phase of the plan. The reasons for this are:

1. It would include public realm improvements including a wide open space between the station and enhance Tottenham High Road.
2. It would provide accessibility improvements
3. It would provide better interchange between White Hart Lane station and bus services on White Hart Lane and Tottenham High Road
4. It would complement the planned enhancement works to White Hart Lane station to be delivered by Network Rail and future franchise operator including the relocated entrances and planned cycle parking.
5. It would complement the planned improvements to Tottenham High Road being delivered through Mayoral and LIP funding for 2014/15.
6. Redevelopment of Spurs stadium proposals will have very high level of footfall on matchdays.
7. Tottenham is a key focus for regeneration for national Government, the Mayor and Haringey to address deprivation.



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The timescale for HRW is for public consultation on preferred option in November 2013 with Cabinet to consider the masterplan option in March 2014. If adopted, it is assumed a planning application for phase 1 [stadium approach] would be submitted and receive approval by mid 2015 with the aim of commencing construction in early 2016 with a two year construction period.

We could submit a major scheme application for 2015/16 to coincide with the construction phase. This would require us to submit a Step 1 proposal by September 2014. TfL also seek complementary funding for a major scheme and we could use a proportion of the Mayoral regeneration funding to support the Step 1 submission.

- 5.18 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.

Sustainable Drainage Systems [SuDS]

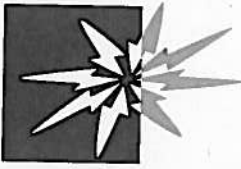
- 5.19 The Council is committed to the reduction of flood risk from surface water within the Borough for the benefit and well-being of its residents and businesses. In order to mitigate the risk of flooding, particularly in areas identified as Critical Drainage Areas, the Council seeks to incorporate SuDS within the capital schemes of this LIP submission where feasible and cost effective. SuDS designs will attenuate and/or detain surface water, preventing it becoming an issue within the receptors around the borough. SuDS will also improve water quality and will benefit local biodiversity and ecosystems.

Targets

- 5.20 TfL required boroughs to set both interim and long term targets in their LIPs for five mandatory indicators relating to mode share, bus service reliability, asset condition, road traffic casualties and CO2 emissions. Interim targets were set for 2013/14 for the first Delivery Plan period 2011-14. TfL are requiring boroughs to review these interim targets and update for 2016/17 to reflect the second Delivery Plan 2014-17. Long term targets are not required to be reviewed. The proposed interim targets are set out in Appendix E.

6. Comments of the Chief Finance Officer and financial implications

- 6.1 The Local Implementation Plan funding from Transport for London represents a significant element 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 for 2014/15 and future years has not been agreed and will form part of the 2014/15 budget process.



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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

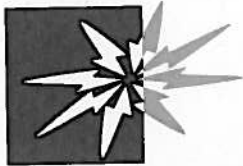
- 8.1 Paragraphs 2.3 -2.6 of the report summarised the benefits the programme will bring to Haringey residents. All residents will benefit, including groups that possess the equality characteristics protected by section 4 of the Equality Act 2010. An EqIA has been undertaken as part of the LIP development process for all scheme proposals. 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 Implications

- 10.1 The LIP Annual Spending Submission 2014/15 and Delivery Plan 2014-17 supports and delivers the objectives, policies and delivery proposals of Haringey LIP (Transport Strategy). 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.



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11. Use of Appendices

11.1 Appendix A – LIP Annual Spending Submission 2014/15 and Delivery Plan 2014-17 and Cycling funding submission.

Appendix B – Haringey Mini-Holland Expression of Interest submission

Appendix C – Haringey Cycle Loop report summary

Appendix D – Haringey Cycling and Walking study summary

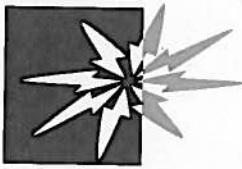
Appendix E – Existing and Proposed Targets

12. Local Government (Access to Information) Act 1985

12.1 TfL Guidance on Local Implementation Plan Annual Spending Submission for 2014/15 and Delivery Plan for 2014/15 to 2016/17.

12.2 TfL Guidance on Borough Cycling Programme funding submission 2013/14 to 2016/17

12.3 Final Haringey Local Implementation Plan, May 2010



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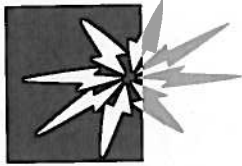
Appendix A

LIP Annual Spending Submission for 2014/15, Delivery Plan 2014-17 and Cycling funding submission

LIP

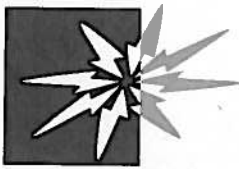
The table below shows the proposed Delivery Plan for 2014-17 with 2014/15 forming our Annual Spending Submission.

Programme/ Project	2014/15 £k	2015/16 £k	2016/17 £k	Total £k	Reasoning
Green Lanes – Alfoxton Avenue/Green Lanes junction and surrounding area	150	600	800	1550	To complete improvements for whole corridor of Wood Green High Road and Green Lanes
Tottenham High Road	293			293	Complements TfL /Mayoral investment
Tottenham Hale neighbourhood	145	153	100	398	Complements TfL investment in gyratory
Hornsey Park neighbourhood	145	100	168	413	Complements investment in Wood Green town centre
Tottenham Green neighbourhood	145	100	150	395	Complements investment by TfL on gyratory and Mayoral investment for Tottenham Green
20mph speed limit and zone	400	565		965	Subject to consultation, roll out of Borough wide 20mph speed limit



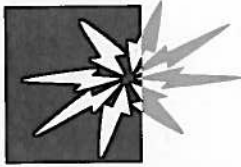
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Cycle training	100	100	100	300	Supports Council's targets for more cycling
Smarter travel	500	400	600	1500	Supports Council's targets for mode share and CO2 reduction
Cycling and Walking schemes	100	100	100	300	Support delivery of outputs from Borough cycling and walking study
Local safety schemes	300	100	200	600	Supports Council and Mayoral targets for road casualty reduction
Car club	20			20	Supports expansion of scheme
Haringey Community Transport	80	80	80	240	
Total	2298	2298	2298		
Major Scheme					
Wood Green town centre	2171				
High Road West masterplan area, Tottenham		TBC	TBC		Supports the regeneration of Tottenham
Principal Road Maintenance					
Muswell Hill Broadway	204				
Green Lanes	300				
Tottenham contribution to	150				



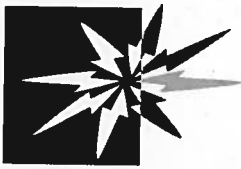
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TfL gyratory					
Watermead Way	60				
Crouch End Hill inc Broadway		131			
Lordship Lane		400			
High Road, N22		56			
Crouch Hill		127			
Priory Road			143		
High Street, N8			259		
Turnpike Lane			179		
Tottenham Lane			133		
Total	714	714	714		
Bridge Maintenance and Strengthening					
Ferry Lane over disused/live rail		100	900		
Ferry Lane over River Lee (diversion)	15				
Endymion Road over New River		15			
Umfreville Road over New River		15			
Burgoyne Road over New River		15			
Cavendish Road over New River			15		
Duckett Road over New River	12				
Mattison Road over New River		12			
Pemberton Road over New River	12				
Warham Road	12				



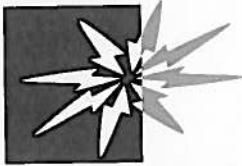
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over New River					
Station Road over New River	480	305			
Buckingham Road over rail	60				
Bounds Green Road over rail	55	100	900		
Leeside Road over rail	115	165			
Oakfield Road over Rail	60				
Wightman Road over Rail	300	2000	400		
Shepherds Hill over disused rail	12				
Muswell Hill Road over disused rail	170				
Cornwall Road over disused rail	75	200	200		
Belmont Road over disused rail	12				
Tottenham cemetery road over Moselle	24				
Watermead Way bridge over rail	25				
Springfield Avenue retaining wall	30				
North Hill retaining wall	15				
Highgate Hill retaining wall	55	300	350		
Total	1539	3227	2765		



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Cycling Programme

Programme	2014/15 £k	2015/16 £k	2016/17 £k
<i>Safer Streets for Cycling</i>			
Cycle Training	40	45	55
Safer lorries and vans	9	9	8
Safer Urban Driving training	10	5	5
Maximum funding available	59	59	68
<i>More Cycling</i>			
Cycle to school partnerships	170	180	180
Cycle parking	20	45	45
Maximum funding available	190	225	225
<i>Support for Cycling</i>			
Monitoring	21	21	21
Staff resource	45	45	45
Maximum funding available	66	66	66
Total	315	350	359

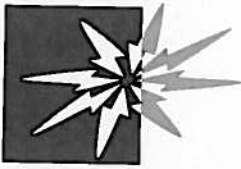


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Appendix B Haringey Mini Holland Expression of Interest Submission

Executive Summary

- 1.1 Working in close partnership with the Mayor of London, we have exciting plans for the regeneration of Tottenham. We have delivered local cycle routes and facilities as part of a comprehensive cycle programme over many years. Considerable investment has been made in London Cycle Network, Greenways, Biking Borough measures as well as cycle parking and training. We expect to spend in excess of £1.7m over the period 2011-14 on cycling measures. We are also investing heavily in a smarter travel programme with more than £1.5m over the same period. Despite this planned spend the level of cycling within Haringey is disappointingly low at around 2% of all journeys. Recent cycle policy documents for North London and our Biking Borough strategy provide the broad policy context for our cycling programme. We have also commissioned a cycling and walking study to identify measures on our main roads and identify a Quietways network. Our LIP has set targets for cycling to form 3% of all trips by 2013/14 and increasing to 5% by 2025/26 in line with the Mayor's Transport Strategy.
- 1.2 We have plans for regeneration of Tottenham. The recently published "A Plan for Tottenham" focuses on maximising economic growth, jobs and enterprise to contribute to making Tottenham a successful and attractive place to live and work. To support this aim much better accessibility to major employment areas is required and planned. Better cycle routes towards central London and Stratford and links into the Lee Valley Regional Park which can act as a green lung for Tottenham are key and we are planning to improve these with a series of measures including new bridges and improvements to existing routes. However, Tottenham is not our only priority: we also want to improve access by cycle to Wood Green, North London's only Metropolitan town centre as well as to the regeneration area of Haringey Heartlands and Alexandra Palace for which there is a recently published masterplan and has received support from Heritage Lottery Fund for this iconic London destination to develop proposals for restoring the Palace. A range of measures including a new bridge over the railway are proposed.
- 1.3 We want to introduce innovative measures such as a cycle lift to Alexandra Palace and a pilot electric bike hire scheme for Muswell Hill. We are planning to re-open the disused rail tunnels by Highgate station to provide a safe and convenient alternative to a heavily trafficked section of Archway Road. This would form part of a "Northern" line cycle route from LB Barnet at East Finchley into LB Islington and onward to central London. Similarly we consider

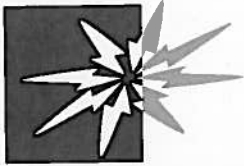


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there is scope for a "Victoria" line cycle route from Tottenham towards central London. There are a number of busy road junctions in the Borough, on cycle desire lines, which need to be made more cycle friendly and we want to develop appropriate proposals for these.

- 1.4 In Haringey we have a reputation for innovation in carbon reduction with a dedicated leadership at Cabinet member level. This bid is promoted by the Leader of the Council and falls into three Cabinet member portfolios: Environment, Regeneration and Carbon Reduction.
- 1.5 Our overall cycle proposals are listed below including Mini Holland. All costs are at a high level which will be refined if the EOI is successful into the next stage. This excludes our ongoing work on cycle training, cycle parking and extensive smarter travel programme of behavioural measures to encourage more cycling, walking and public transport. Proposals from the North London Cycle Strategy will be developed with our partners in North London. All these would support our targets for increasing cycling in the Borough.

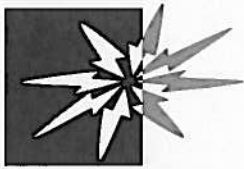
Proposal	High level cost
Tottenham – Northumberland Park cycle and pedestrian crossing	£1.5m
Tottenham – Green Link from Tottenham High Road to Walthamstow Wetlands including bridges over rail, river and navigation	£8.5m
Tottenham – Carbuncle Passage enhancements and bridge over railway	£1.5m
Tottenham – cycle hire scheme	£50k
Tottenham – cycle superhub	£250k
Tottenham – cycle superhighway 1 extension	£300k
Tottenham – enhancements to Lee Valley route	£250k
Tottenham – enhancement to routes to Edmonton	£300k
Wood Green town centre – routes to Alexandra Palace	£100k
Wood Green town centre – links to Heartlands	£50k
Wood Green town centre – bridge over railway by Alexandra Palace station	£1.5m
Wood Green town centre – cycle hire	£50k
Wood Green town centre – enhancements to existing routes and new routes	£400k



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Muswell Hill – electric bike hire pilot	£100k
Muswell Hill – extension to cycle superhighway	£300k
Muswell Hill – tube style cycle routes “Northern Line”	£300k
Highgate – re-open disused tunnel	£1m
Specific junction improvements	£3m
Borough Quietways programme	£5m
Permeable road network	£1m
Cycle lift to Alexandra Palace	£250k
Cycling for disabled people	£50k
Total	£25.75m

The proposals are shown on the map below.



Haringey's Mini Holland Proposal





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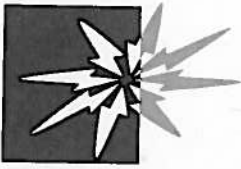
Appendix C Haringey Cycle Loop Summary

Haringey Cycling Campaign has developed a proposal for a “Haringey Loop” cycle route. The aim of the Loop is to encourage people to try cycling in the relatively safe environment of off road routes and on quieter roads in the Borough. Consultants JMP and Transport Initiatives have been commissioned to undertake the study. The study purpose is to assess the proposed route, understand the current issues and make recommendations regarding route alignment and identify areas where improvements to cycling environment can be made.

The loop has been divided into about 40 links and datasheets of proposed measures produced for each link. The consultants have also audited each section of route in terms of cycle skills needed to travel safely. This is split into 3 levels: level 1 – Beginner off road – limited cycle control skills; Level 2 – Intermediate introduction to riding on roads with light traffic and Level 3 – Advanced On road riding in heavy traffic, using complex junctions.

Measures have been identified taking into account a route survey and skills audit focusing on practicality, cost and timescale. The study has also developed a signage strategy for the Loop. For a small number of locations the consultants have developed preliminary designs to assist cyclists using the Loop.

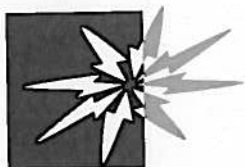
The loop is shown below.



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Figure 2.3 Figure 2.3 Haringey Loop





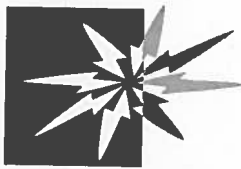
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Appendix D Haringey Cycling and Walking Study summary

Consultants have carried out the study and are recommending a range of cycling and walking projects. These proposals will be considered further. The possible measures are summarised in the tables below:

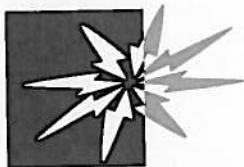
Cycling

Location	Possible type of measure	Estimated cost
Highgate		
Hampstead Lane	Cycle lanes	£100k
Highgate Hill	Cycle lanes	£25k
Hornsey Lane	Amendment to traffic calming measures	£100k
Southwood Lane	Traffic calming measures	£75k
Muswell Hill		
Fortis Green Road	Removal of central hatchings	£5k
Muswell Hill Road	Better access to Grand Avenue	£10k
Muswell Hill	Cycle lane	£10k
Links to LB Barnet		
North Circular Road - link over NCR	Convert footway to shared use	£10k
Bounds Green Road	Cycle lanes	£200k
Durnsford Road	Cycle lanes	£50k
Hornsey		
Park Avenue/Station Road/Mayes Road	Signage; removal of 2 mini-roundabouts	£75k
Wightman Road	ASLs at Turnpike Lane jn; remove pinch points and add speed tables	£80k
Tottenham Lane	Removal of car parking spaces at northern end of Tottenham Lane	£20k
Hornsey High Street	Relocate bollards on churchyard approach	£2k
Priory Road	Cycle lanes	£210k
Wood Green area		
Wolves Lane	Permit two way cycling on residential roads adjoining Wolves Lane; remove pedestrian refuges to mitigate cyclist pinch points; redesign of junction with White Hart	£100k



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	Lane	
High Road, N22	Permit two way cycling an residential streets adjoining High Road; cycle lanes; extend bus lane hours of operation	£75k
Winkfield Road	Permit two way cycling at junction with Lordship Lane	£10k
Lordship Lane	Sign parallel route, remove guardrailling where safe; amend traffic calming measures	£100k
North Tottenham		
The Roundway [west]	Improve existing crossing	£5k
The Roundway [east]	Improve crossing by All Hallows Road	£20k
Church Road and Park Lane	Improve accessibility	£5k
Harringay Green Lanes		
Green Lanes	Northbound cycle lane operational during time of waiting restrictions; open up Eade Road closure to allow quiet route for cyclists	£100k
Ladder roads	Permit two way working subject to consultation	£5k
Finsbury Park		
Stroud Green Road	Removal of guardrailling subject to safety audit at Upper Tollington Park and Osborne Road junctions	£2k
Finsbury Park cycle access	Hermitage Road/Green Lanes	£20k
Tottenham south		
Cornwall Road, Avenue Road and North Grove	Permit two way cycling on Cornwall Road and Avenue Road and cycle access into North Grove	£20k
St Ann's Road	Cycle lanes	£75k
Tottenham East		
Philip Lane/High Road jn	Cycle ASLs	£5k
High Road	Extend bus operating hours; provide cycle lanes where no bus lanes	£25k



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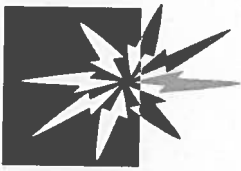
Park View Road	Improve cycle access	£25k
West Green		
Downhills Way, Belmont Road and Langham Road	Remove centre hatching, southbound cycle lanes; provide cycle access at Langham Road	£75k
Westbury Avenue		
Boreham Road/Westbury Avenue	Removal of gyratory at northern end	£200k

Quietways cycle routes

Location	Possible type of measure	Cost
Coppetts Wood to Muswell Hill	Signage	£2k
Muswell Hill - Alexandra Park - Wood Green - Tottenham	New bridge over railway by Alexandra Palace station; signage	£500k
White Hart Lane - Tottenham - Seven Sisters	Signage, right turn filter by Stonebridge Road; shared use path from High Road to Stonebridge Road	£6k
Seven Sisters - Harringay Green Lanes- Highgate - Finsbury Park	Signage; accessibility improvements; two way working of Burgoyne Road	£250k
Highgate to Harringay station and Harringay Green Lanes	Signage and accessibility improvements	£6k

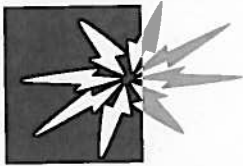
Walking

Location	Possible type of measure	Cost
Muswell Hill Broadway and roundabout	Range of pedestrian amenity improvements including potential additional crossings	£100k
Bruce Grove	Range of footway measures, pedestrian amenity including possible diagonal crossing by High Road/Bruce Grove junction	£200k
Crouch End	Guardrail removal where	£16k



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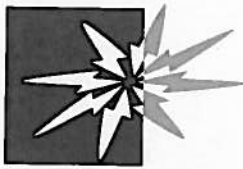
	safe, paving improvements	
Seven Sisters/West Green Road	Measures include accessibility enhancements, footway treatment; traffic calming	£105k
Haringay Green Lanes	Possible better pedestrian access to Arena estate	£25k
Seven Sisters interchange	Signage and urban realm enhancements	£100k
Finsbury park interchange	Signage, dropped kerbs and lighting improvements	£15k



Appendix E – Existing and Proposed Targets

TfL required boroughs to set both interim and long term targets in their LIPs for five mandatory indicators relating to mode share, bus service reliability, asset condition, road traffic casualties and CO2 emissions. Interim targets were set for 2013/14 for the first Delivery Plan period 2011-14. TfL are requiring boroughs to review these interim targets and update for 2016/17 to reflect the second Delivery Plan 2014-17. Long term targets are not required to be reviewed. TfL suggest benchmarking against other boroughs in setting interim targets. In addition TfL advise boroughs should assume no LIP Major scheme funding or other TfL funding such as for cycling beyond that committed by TfL. The table below sets out the current interim targets for 2013/14 for the 5 mandatory indicators as well as proposed targets for 2016/17.

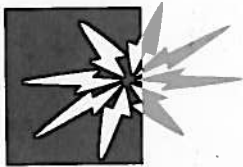
Mandatory target	Measure	Current performance	Interim target 2013/14	Proposed interim target 2016/17	Long term target
Walking	Proportion of walking trips by London residents with Haringey trip origin	38% [2009/10 – 2011/12]	32%	39%	35% [2031]
Cycling	Proportion of cycling trips by London residents with Haringey trip origin	2% [2009/10 – 2011/12]	3%	3%	5% [2026]
Bus service reliability	Excess wait time for high frequency bus services	1.0 [2011/12]	1.2 minutes	1.2 minutes	1.2 minutes [2031]
Asset condition	Proportion of principal road network with UK PMS score of > 70 and where maintenance should be	7% [2010/11]	7%	14%	6% [2018]



	considered				
Road traffic casualties	Reduce the number of people killed and seriously injured	85 [2009/11]	-20% [80]	-29% [66]	-40% [2020]
Road traffic casualties	Reduce the total number of casualties	858 [2009/11]	-20% [675]	-22% [647]	-60% [2031]
CO2 reduction	Tonnes of CO2 emanating from ground based transport	154 [2010]	-16% [131]	-34% [108]	-45.3% [2020]

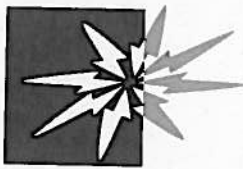
Commentary on Interim Targets for 2016/17

1. Walking – the new interim target takes account of LIP targets and performance of adjoining boroughs as shown in the table below as well as progress since the target for 2013/14 was set in 2010. Our current performance shows we have already exceeded our long term target for 2031 which would need to be reviewed.
2. Cycling – interim target for 2016/7 assumes no additional funding through Mini Holland submission and Quietways schemes. Cycling investment through the separate cycling programme is likely to make a marginal change in the mode share for cycling and this is reflected in the interim target for 2016/17. The interim target takes into account the performance of adjoining boroughs.
3. Bus service reliability – with increases in population and employment and hence increases in traffic and the lack of significant changes in bus priority measures the interim target for 2016/17 is unchanged.
4. Asset condition – the condition of our Principal Road Network has worsened significantly since the original targets were set in 2010. Currently 17% of the PRN has a UKPMS score of >70. With the requirement to contribute to Tottenham gyratory and Green Lanes schemes we only expect a slight improvement by 2016/17. The original long term target of 6% by 2018 is now considered unrealistic.
5. Road traffic casualties [Killed and seriously injured] – the interim target for 2016/17 reflects the Mayoral target of a 40% reduction by 2020 and the use of a new baseline of 2005-9 rather than 2004/8 used to set targets in 2010. The interim target for 2016/17 is an average for 2015-17 casualties with a reduction to 66 casualties or 29%.
6. Road traffic casualties [all casualties] – the interim target for 2016/7 reflects the revised base of 2005/9, current performance and long term target for 2031. The interim target for 2016/17 is an average for 2015-17 casualties with a reduction to 647 casualties or 22%.



7. CO2 reduction – interim target for 2017 is a linear progression from previous interim target for 2014.

Borough	Current performance	LIP 2013/14 interim target	LIP long term target
<i>Walking – proportion of walking trips by London residents by origin borough</i>			
Camden	42%	39.7%	40.9% [2020]
Islington	41%	41%	No target set
Hackney	39%	40%	40% [2031]
Enfield	29%	28%	29.5% [2026]
Barnet	29%	30%	32% [2031]
Waltham Forest	30%	34%	36% [2026]
Haringey	38%	32%	35% [2031]
<i>Cycling – proportion of cycling trips by London residents by origin borough</i>			
Camden	3%	4.5%	8% [2026]
Islington	4%	4%	No target set
Hackney	6%	7%	15% [2031]
Enfield	1%	1%	2.3% [2026]
Barnet	1%	1.4%	4.3% [2026]
Waltham Forest	2%	2.5%	6% [2026]
Haringey	2%	3%	5% [2026]
<i>Bus service reliability – excess wait time for high frequency routes</i>			
Camden	1.1	1.2	1.2 [2020]
Islington	1.0	1.2	No target set
Hackney	1.1	1.2	1.1 [2018]
Enfield	0.9	0.95	0.9 [2018]
Barnet	0.9	1.1	1.2 [2018]
Waltham Forest	1.2	1.3	1.3 [2018]
Haringey	1.0	1.2	1.2 [2031]
<i>Asset Condition – proportion of principal road network with UKPMS score of >70 and where maintenance should be considered</i>			
Camden	No data	6.6%	6.6% [2020]
Islington	No data	9%	No target set
Hackney	No data	9%	10% [2018]



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Enfield	No data	9%	8% [2025]
Barnet	No data	3%	3% [year?]
Waltham Forest	No data	7.2%	7% [2018]
Haringey	17%	7%	6% [2018]
<i>Road traffic casualties – killed and seriously injured</i>			
Camden	-60%	-11%	-25% [2020]
Islington	-46%	-21%	No target set
Hackney	-48%	-27%	-39% [2030]
Enfield	-58%	-23%	-30% [2020]
Barnet	-48%	-16%	-33% [2020]
Waltham Forest	-60%	-14%	-33% [2020]
Haringey	-52%	-20%	-40% [2020]
<i>Road traffic casualties – total number of casualties</i>			
Camden	-32%	-5%	-11% [2020]
Islington	-24%	-11%	No target set
Hackney	-33%	-12%	-38% [2030]
Enfield	-36%	-17%	-20% [2020]
Barnet	-32%	No change	-5% [2020]
Waltham Forest	-32%	-8%	-20% [2020]
Haringey	-22%	-20%	-60% [2031]
<i>CO2 emissions – emanating from ground based transport</i>			
Camden	-6%	-16%	-45% [2025]
Islington	-7%	-16%	No target set
Hackney	-5%	-16%	-45% [2025]
Enfield	-2%	-17%	-45% [2025]
Barnet	-2%	-8%	-45.5% [2025]
Waltham Forest	-4%	-16%	-45% [2025]
Haringey	-6%	-16%	-45.3% [2025]

Note: for road traffic casualties the current performance refers to change from 1994/8 base until end 2011.

