




Haringey Council

Report for:	Cabinet 16 September 2014	Item Number:	
Title:	Local Implementation Plan Annual Spending Submission for Transport 2015/16		
Report Authorised by:	Lyn Garner, Director of Regeneration, Planning and Development 		
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 Investment in transport infrastructure is a key part of the Council's programme to support economic growth and improve the health and wellbeing of our residents (and businesses). Part of that investment is provided through the Local Investment Plan (LIP), funded annually by Transport for London. The plan covers both physical renewal and improvement of the Borough's transport infrastructure alongside initiatives aimed at promoting changed travel behaviour and the use of alternative travel modes including walking and cycling. In September 2013, the Council approved an outline 3 year LIP Delivery Plan for the period 2014/15 – 2016/17. This report now seeks approval for the submission of the Local Implementation Plan (LIP) Annual Spending Submission [ASS] for the second year (2015/16) worth over £5.4m (plus a *bid* for cycle scheme funding of £561K).

2. Cabinet Member introduction

2.1 The Annual Spending Submission for 2015/6 details transport schemes for the second year of the 3-year Delivery Plan covering the period 2014-17. The Delivery Plan was agreed by Cabinet on 10 September 2013.



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- 2.2 Haringey's transport programmes and strategy support the Council's corporate programmes to regenerate Tottenham with the focus on Tottenham Hale and Tottenham Green and key regeneration areas across the Borough and support for our high streets. Programmes and projects will support Council plans for a cleaner, greener environment and safer streets.
- 2.3 Transport programmes will also 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.
- 2.4 Some of our projects for 2015/16 are a continuation of those commencing in 2014/15. These projects comprise Harringay Green Lanes corridor safety, pedestrian and urban realm scheme; environmental, safety and pedestrian and cycle schemes in Tottenham Hale, Tottenham Green and Hornsey Park neighbourhoods and Borough-wide roll out of 20mph speed limit on all residential roads. Other investments will be made in cycling and walking schemes, cycle training, smarter travel [behaviour change], road safety schemes and on Haringey Community Transport.
- 2.5 Local ward councillors and the wider community will be consulted on the detailed implementation of these schemes by Single Frontline during 2015/16.

3. Recommendations

- 3.1 Cabinet approves the Annual Spending Submission for 2015/16 as set out in Appendix of this report.

4. Other options considered

- 4.1 The Annual Spending Submission supports our approved LIP covering 2011 to 2031. It is, therefore, not considered necessary to consider other options.

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 2015/16. This ASS forms the second year of our LIP Delivery Plan for 2014-17 which was approved by Cabinet on 13 September 2013. See the Appendix for scheme details. We are required by TfL to complete a proforma spreadsheet summarising our proposals.



5.3 TfL has prepared guidance for boroughs in submitting the ASS for 2015/16. We are required to submit the ASS by 3 October.

5.4 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 second year of the Delivery Plan forms the Annual Spending Submission for 2015/16.

5.5 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 2015/16 is as follows:

Corridors, Neighbourhoods and Supporting Measures	£2,055,000
Principal Road Maintenance	£571,000
Local Transport Funding	£100,000
Total	£2,726,000

5.6 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. TfL allocate PRM funding based on an assessment of need taken from the most recent condition surveys.

5.7 TfL has a separate cycling programme which complements investment in cycling funded through our LIP allocation. Our allocation for 2014/17 is as follows:

Programme	Allocation 2014/15	Indicative allocation 2015/16	Indicative allocation 2016/17
Cycle training for adults and children	£29,150	£29,150	£29,150
Safer lorries and vans [FORS accreditation]	£9,000	£9,000	£8,000
Safe Urban Driving training	£10,000	£5,000	£5,000
Cycle grants to school	£12,000	£18,000	£12,000
Cycle parking	£20,000	£45,000	£45,000
Staffing	£45,000	£45,000	£45,000



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In addition we submitted a funding application in December 2013 for a cycle to school partnership for schools in the Crouch End and Northumberland Park areas totalling £561,000 for 2014-17. At the time of writing TfL has yet to advise of our allocation.

5.8 For bridge strengthening and assessment, we are seeking substantial funding over the next 3 years for assessment and strengthening of bridges on Wightman Road over rail, Muswell Hill Road over disused rail, Oakfield Road over rail and Bounds Green Road over rail near Bowes Park station. We are seeking more than £2.5m for 2015/16.

5.9 The summary of the programme areas and schemes for 2015/16 are as follows:

Corridors, Neighbourhoods & Supporting Measures:

Harringay Green Lanes corridor

This scheme will build on the schemes delivered in 2013/14 to 2014/15 for Green Lanes and Wood Green Town Centre and follows on from the design and development work being undertaken in 2014/5 for the Alfoxton Avenue/Green Lanes junction and associated urban realm improvements. Overall a budget of £1.55m is set aside for 2014-17 to deliver this scheme.

Tottenham Hale neighbourhood

This scheme would include a greatly enhanced pedestrian link between Tottenham Hale station and Tottenham Green for which design work was being carried out in 2013/14, better cycle access, urban realm and road safety improvements. Sustrans are assisting in scheme development for all the neighbourhood schemes.

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 early 2015.

20mph speed limit



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Cabinet approved in July the establishment of a 20mph speed limit for all residential roads, roads in the vicinity of schools and in town centres. A roads and TfL roads would be exempt. The scheme will be delivered over two years.

Local safety schemes

LIP funding is being allocated to local safety schemes and reactive safety measures. A study is being carried out by consultants that will identify a programme of measures and actions particularly targeting vulnerable road users [pedestrians, cyclists, powered two-wheelers and children]. The study will also assist in the development of road safety education and training programmes.

Smarter Travel Programme

The Smarter Travel Programme will deliver 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

A recently completed cycling and walking study, together with the emerging findings from transport modelling as part of the Local Plan will help to inform future infrastructure requirements for cycling and walking in Haringey. These will be aligned with the priorities identified through consultation with cycling groups and the opportunities arising from regeneration and development projects into a more explicit cycle and walking strategy to be produced for the Borough in 2015.

Cycling training

This will be targeted at child and adult training. This will complement TfL cycle training funding through the separate cycling programme.

Local Transport funding

TfL have allocated £100,000 in 2015/16 to every London borough to develop local transport projects. It is planned this will continue into 2016/17. We are planning to use most of this funding for the community transport services provided by Hackney Community Transport, subject to a review of the service being carried out this year.



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Principal Road Maintenance [PRM]

We are seeking funding for Crouch End Hill, Crouch Hill, High Road N22 and Watermead Way. In addition to reflect TfL's request for 25% over programming our bid will include Priory Road.

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 Single Frontline service due to fees earned from supporting the projects identified. Council funding for 2015/16 and future years will be confirmed as part of the 2015/16 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 All residents will benefit, including groups that possess the equality characteristics protected by section 4 of the Equality Act 2010. An EqlA was 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



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10. Policy Implications

10.1 The LIP Annual Spending Submission 2015/16 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.

11. Use of Appendices

11.1 Appendix – LIP Annual Spending Submission 2015/16.

12. Local Government (Access to Information) Act 1985

12.1 TfL Guidance on Local Implementation Plan Annual Spending Submission for 2015/16

12.2 Final Haringey Local Implementation Plan, May 2010



Appendix

LIP Annual Spending Submission for 2015/16

Programme/ Project	2015/16 £k	Reasoning
Corridors, Neighbourhoods and Supporting measures and Local Transport Funding		
Green Lanes – Alfoxton Avenue/Green Lanes junction and surrounding area	600	To complete improvements for whole corridor of Wood Green High Road and Green Lanes. 2 nd year of project.
Tottenham Hale neighbourhood	153	Complements TfL investment in gyratory. 2 nd year of project
Hornsey Park neighbourhood	100	Complements investment in Wood Green town centre. 2 nd year of project
Tottenham Green neighbourhood	100	Complements investment by TfL on gyratory and Mayoral investment for Tottenham Green. 2 nd year of project.
20mph speed limit	422	Roll out of Borough wide 20mph speed limit. 2 nd year of project.
Cycle training	100	Supports Council's targets for more cycling
Smarter travel	400	Supports Council's targets for mode share and CO2 reduction
Cycling and Walking schemes	100	Support delivery of outputs from Borough cycling and walking study
Local safety schemes	100	Supports Council and Mayoral targets for road casualty reduction
Haringey Community Transport	80	Transport provision for local community groups unable to access conventional transport
Total	2155	
Principal Road Maintenance		
Crouch End Hill inc Broadway	131	The Broadway to Hornsey Lane
Crouch Hill	127	Crouch End Hill to Dickenson Road



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High Road, N22	250	From Carlingford Road to Lordship Lane
Watermead Way	61	Junction with Leaside Road
Priory Road, N8	145	Park Road to Farrer Road
Total	714	
Bridge Maintenance and Strengthening		
Ferry Lane over River Lee (diversion)	15	
Duckett Road over New River	12	
Pemberton Road over New River	12	
Warham Road over New River	12	
Station Road over New River	25	
Bounds Green Road over rail	55	
Leaside Road over rail	50	
Oakfield Road over Rail	60	
Wightman Road over Rail	2000	
Shepherds Hill over disused rail	12	
Muswell Hill Road over disused rail	170	
Avenue Road over disused rail	20	
Watermead Way bridge over rail	80	
Springfield Avenue retaining wall	50	
Total	2573	