

**Report for:** Cabinet 18 October 2016

**Item number:** 23



**Title:** Local Implementation Plan Annual Spending Submission for Transport 2017/18

**Report authorised by:** Lyn Garner, Director of Regeneration, Planning and Development

**Lead Officer:** Malcolm Smith, Team Manager, Transportation Planning

**Ward(s) affected:** ALL

**Report for Key/  
Non Key Decision:** N/A

## 1. Describe the issue under consideration

- 1.1 Investment in transport infrastructure is a key part of the Council's Corporate Plan to support economic growth and improve the health and wellbeing of our residents and businesses.
- 1.2 The Council is legally required to prepare a Local Implementation Plan (LIP) containing proposals for the delivery of the Mayors Transport Strategy (MTS). Haringey's second Local Implementation Plan was adopted in 2010 and set out the proposed transport strategy and projects for the period 2011-2031. It also included a detailed set of delivery proposals for the period 2011-2014.
- 1.3 The Local Implementation Plan [LIP] therefore represents a significant annual investment programme that specifically supports Priority 3 and Priority 4 of the Corporate Plan. Details of the linkage between the LIP and Corporate Plan are shown in Appendix 3. TfL give Boroughs the opportunity to bid for money annually to deliver projects in their LIP. In September 2013 the Council approved an outline three year Delivery Plan for the period 2014/15 to 2016/17. Progress on the projects agreed in 2013 is provided in appendix 1.
- 1.4 The plan covers both physical renewal and improvement of the Borough's transport infrastructure alongside softer measures to promote behaviour change and engage with wider safety, health and environmental objectives including air quality through support for more walking and cycling. The full detail of the submission can be found in Appendix 2.
- 1.5 Generally TfL produce guidance setting out their funding priorities. However given that there is now a new Mayor guidance for 2017/18 has been issued as interim

LIP annual spending submission guidance for 2017/18. This is in essence unchanged from that issued for 2016/17. TfL advise boroughs to submit their spending submission for 2017/18 on the assumption that funding is at the same level as 2016/17 but boroughs should prioritise their projects and programmes in the event less funding is made available. In this instance we would prioritise based on meeting our road safety, walking and cycling targets. It is likely that LIP guidance will also be interim for 2018/19 due to the time required for preparation and approval of the Mayor's Transport Strategy [MTS]. All boroughs will be required to prepare a 3<sup>rd</sup> LIP which will need to reflect the new Mayor's Transport Strategy. As shown below TfL has indicated guidance for boroughs will be issued in October 2017 which will spell out the requirements for boroughs.

1.6 TfL usefully provide a summary of the expected MTS/LIP activity over the next two years as below:

Milestone	Date
TfL issues high level LIP ASS guidance for 2017/18	June 2016
"Towards...." Mayoral direction of travel document published	September 2016
Boroughs submit 2017/18 LIP ASS	October 2016
Draft Mayor's Transport Strategy published, alongside: <ul style="list-style-type: none"> <li>- TfL Business Plan</li> <li>- Mayor's Environment Strategy</li> <li>- Mayor's Economic Development Strategy</li> <li>- Mayor's Housing Strategy</li> </ul> TfL issues draft LIP3 guidance to the boroughs	March 2017
TfL issues 2018/19 ASS guidance [if appropriate]	May 2017
Draft London Plan published	July 2017
Final MTS published Final LIP3 guidance published Boroughs submit 2018/19 LIP ASS	October 2017
Boroughs begin preparing LIP3 documents	November 2017
Borough elections – until the outcomes are known TfL acknowledges boroughs may be reluctant to engage fully with the LIP 3 process	May 2018

1.7 As we are expected to prepare a new LIP the funding submission for 2017/18 is an interim submission with no requirement for a new three year Delivery Plan for 2017/18 onwards.

1.8 The Council has commenced the preparation of a new Transport Strategy. This will be supported by a Cycling and Walking strategy and a Parking Plan. The Transport Strategy will be used to inform our forthcoming LIP as well as future years funding submissions.

## **2. Cabinet Member introduction**

- 2.1 Transport is central to the success and prosperity of our residents and businesses. Everyone whether a bus passenger or a pedestrian, cyclist, motorist or rail user engages with Haringey's transport infrastructure every day. Making the best use of our existing assets and spending money wisely to improve safety, ease of movement and usage is one of the important roles for the Council. Investment in transport programmes and infrastructure has a key part to play in supporting delivery of all of our aspirations in the Corporate Plan across the Borough.
- 2.2 The transport programmes contained in the LIP target investment into Tottenham Hale and Tottenham Green, into high streets across the Borough and into programmes that seek to build upon our successful promotion of walking and cycling as we encourage behaviour change to low carbon modes of transport. These measures are complemented by investment to improve road safety and accessibility and efforts to minimise traffic congestion, improve air quality, reduce crime and fear of crime and reduce CO2 emissions.
- 2.3 Our programme monitoring shows that we are already meeting our LIP targets for more walking and cycling but we want to do more in this area to support programmes for a healthier and cleaner borough. Our Corporate Plan target is for the Council to be in the top quartile for cycling and walking by 2018. Currently we are meeting the target for walking but not cycling. We continue to face challenges in meeting our objective to reduce road user casualties and so for this year we are targeting additional resources to this important objective.

## **3. Recommendations**

- 3.1 That Cabinet approves the Annual Spending Submission for 2017/18 as set out in Appendix 2 of this report.
- 3.2 That Cabinet notes the progress to date on delivering against our LIP and Corporate Plan targets.

## **4. Reasons for decision**

- 4.1 The LIP submission provides a major source of funding to deliver transport projects and programmes.

## **5. Alternative options considered**

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

## 6. Background information

- 6.1 The LIP forms the basis for the Council's transport projects and programmes to be pursued over the next 20 years. Although the Mayor's Transport Strategy provides the context for our LIP, there is scope to interpret the Mayoral objectives and develop our own transport objectives.
- 6.2 This report sets out the content of the proposed Annual Spending Submission [ASS] for 2017/18. We are required by TfL to complete a proforma spreadsheet summarising our proposals. The deadline for the submission to TfL is 28 October.
- 6.3 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 initial allocation for 2017/18 is as follows:

Corridors, Neighbourhoods and Supporting Measures	£2,125,000
Principal Road Maintenance	£457,000
Local Transport Funding	£100,000
Total	£2,682,000

- 6.4 The "Corridors, Neighbourhoods and Supporting Measures" category is an integrated funding pot which allows the Council to fund a wide range of projects and programmes such as cycling and walking schemes, local safety schemes, traffic management and calming projects, environmental measures such as proposals to improve air quality and behaviour change programmes.
- 6.5 Within this part of the submission the Council seeks funding for improvements to the Wightman Road/Green Lanes area to deliver outcomes from the Green Lanes Study which is due to report in December 2016. Funding is also requested for road safety schemes arising from the identification by TfL of a high rate of pedestrian casualties in the Borough. Detailed studies will identify the exact opportunities for spending this money. Also within this part of the submission we are seeking funding for the continuation of cycling training in schools for school years 4,5 and 6 in as well as improvements to cycle lanes and routes in the borough and the provision of 10 bike hangars. The continuation of funding for the expansion of the car club is also proposed, which will support the growth in the Borough, together with the expansion of electric vehicle charging point infrastructure from the current 17 points through a legal agreement with BluePoint London Funding is also sought for the continuation of active travel initiatives including school and workplace travel planning and personalised travel planning for schools and road safety education.

6.6 Evidence from towns supported by the DfT's Sustainable Towns initiative and in London Borough of Sutton is that smarter travel programmes can deliver a car usage reduction of over 10% and an increase in the amount of walking and cycling. Such a switch can contribute to a reduction in traffic congestion and annual carbon emissions and an increase in physical activity. For example a personal travel planning project undertaken in summer 2015 in Haringay and St Ann's revealed a 24.1% increase in the number of residents cycling across the project area. A similar project which took place in Crouch End in summer 2014 showed a 25% increase in walking under 5 miles. A smarter Travel attitudinal on-street survey undertaken in September and October 2015 of over 1003 people showed a downward trend in the number of people who own a car.

6.7 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 £571,000. TfL allocate PRM funding based on an assessment of need taken from the most recent condition surveys that they have carried out. These have identified that investment is needed in Priory Road and Hornsey High Street as well as either part of Lordship Lane or Muswell Hill.

6.8 Funding for bridge strengthening and assessment is in addition to that set out above with allocations based on need. This need is assessed by LoBEG which controls TfL funding. They have identified the need for further works to Station Road, Wood Green. We are seeking £1,210,000, as requested by LoBEG over the next 3 years for strengthening of bridges and bridge assessments including completion of the Station Road scheme.

6.9 Following last year's successful bid for a Major Scheme in the White Hart Lane station area we will not be submitting an additional major scheme for 2017/18 as TfL are unlikely to support the delivery of more than one scheme in a borough at any one time. However, we will be noting in our ASS our aspiration for a major scheme in the west of the Borough in future years.

6.10 In addition to LIP funding we have historically been allocated funding by TfL under the Borough Cycling Programme for 2016/17. It is not yet clear whether TfL will be continuing this programme into 2017/18. TfL does provide boroughs with additional non-LIP funding for "enabling works" related to bus service improvements and bus stop accessibility to meet the Mayoral target of 95% of bus stops to be accessible by end 2016. We do not yet know if this will be continued into 2017/18.

6.11 As part of the North London sub region it is likely we will be allocated further funding to deliver sub regional projects.

*Progress against LIP and Corporate Plan targets*

6.12 We are required to monitor our progress against a number of mandatory indicators: walking and cycling mode share, bus service reliability, principal road condition and road user casualty reduction [KSI and total casualties].

6.13 The tables below show our performance against four of these LIP mandatory indicators using the latest data available.

Table 1: Walking and Cycling Modal Share

Core target	Performance				LIP target			Corporate Plan target
	2009/10 – 2011/12 %	2010/11 – 2012/13 %	2011/12 – 2013/14 %	2012/13 – 2014/15 %	2013/14 %	2016/17 %	2030/31 %	2018
Walking mode share	38	38	37	37	32	35	39	37 [on current measure]
Cycling mode share	2	2	3	3	3	3	5 [2026]	4 [on current measure]

Table 2: Road Casualty Reduction Performance

Core target	Performance				LIP target			Corporate Plan target
	2009/11	2010/12	2011/13	2012/14	2013/14 %	2016/17 %	2030/31 %	2018
Road user casualties: KSI	85	88	97	99	80	70	56	66
Road user casualties: total casualties	858	930	811	870	675	647	338*	

\*target relates to 2031

6.14 Table 1 shows that we have already met our LIP targets for 2016/17 for both walking and cycling. Indeed for walking we are already on track to meet our 2031 target. Regarding the Corporate Plan targets, currently London top quartile is 4% for cycling and 37% for walking. We are therefore meeting the targets for walking but

not cycling. We are also expected to deliver cycling investment through our LIP to be eligible for additional cycling investment by TfL through the Borough Cycling Programme although as noted above it is not clear if this programme will continue into 2017/18 and beyond. Our LIP annual spending submission is therefore putting significant funding towards such schemes which will deliver cycle lanes, cycle parking including on-street cycle hangars and softer measures to encourage safe cycling through training.

6.15 We are currently failing to meet the challenging targets [LIP and Corporate Plan] for reducing road user casualties. TfL has undertaken a risk analysis showing a disproportionate level of pedestrian and child casualties compared with other boroughs. TfL has provided a map showing collision hotspots for vulnerable road users. Our main actions will be to focus on these areas. We are proposing to continue to prioritise funding towards local safety schemes, supporting the effectiveness of the 20mph speed limit and target behaviour change funding towards casualty reduction particularly among vulnerable road users and through the Borough Cycling Programme [non-LIP funding] safer driving courses and FORS accreditation if this continues.

6.16 The 2014 – 2017 LIP Delivery Plan is fully reviewed in appendix 1. The table clearly shows where expenditure was originally focused, progress made to date and the re-allocation to meet priorities as described above.

#### *Scheme prioritisation*

6.17 In terms of priority for projects and programmes it is proposed that all projects and programmes are continued as shown in Appendix 2. We are undertaking a study for the Green Lanes/Wightman Road area which may lead to projects in the short, medium and long term. Part of the allocation for cycling measures would be to enhance permeability on the Harringay Ladder roads. There may be scope therefore to reduce the proposed allocation for 2017/18 for this scheme. We would also need to consider whether there is scope to reduce our funding for health and wellbeing and behaviour change schemes to focus it on regeneration areas of the borough. Similarly our investment in cycling and walking could be more closely targeted at supporting regeneration initiatives.

## **7. Contribution to strategic outcomes**

7.1 The LIP contributes to the delivery of Priorities 2 (Enabling all adults to live healthy, long and fulfilling lives), 3 (A clean, well maintained and safe borough where people are proud to live and work) and 4 (Drive growth and employment from which everyone can benefit) of the Corporate Plan.

## **8. Statutory Officers comments (Chief Finance Officer [including procurement], Assistant Director of Corporate Governance, Equalities)**

### Finance and Procurement

- 8.1 The Local Implementation Plan funding from Transport for London represents a significant element of the funding for the Council's capital programme for Highways and helps support the wider staffing budget within the Council due to fees earned from supporting the projects identified. The level of Council funding for 2016/17 and future years will be confirmed as part of the Capital Strategy work that is currently taking place.

### Legal

- 8.2 The Assistant Director of Corporate Governance has been consulted on the preparation of this report and comments as follows.
- 8.3 Under section 145 Greater London Authority Act 1999 London Borough Councils must formulate and submit to the Mayor of London a local implementation plan containing proposals for implementation of the Mayor's transport strategy for London published under section 142 of the same Act.
- 8.4 There are consultation requirements and each such 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.
- 8.5 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.
- 8.6 When the plan is approved by the Mayor it must be implemented by the Council by the date set in the plan.
- 8.7 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 Local Implementation Plan in 2010.

### Equalities

- 8.8 The Council has a public sector equality duty under the Equalities Act (2010) to have due regard to:
- tackle discrimination and victimisation of persons that share the characteristics protected under S4 of the Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;



- advance equality of opportunity between people who share those protected characteristics and people who do not;
- foster good relations between people who share those characteristics and people who do not.

8.9 An Equalities Impact Assessment formed part of the statutory consultation process in 2010 which informed the development of the Local Implementation Plan.

The EQIA assessment found that the LIP programme is not likely to have a disproportionate adverse impact on any of the protected characteristics. One of the LIP's core objectives is to reduce deprivation and health inequalities through increasing accessibility to essential services such as employment, health, leisure and education facilities for those groups who need them most. Measures included increasing cycling and walking through improved safety and awareness aim to improve the health and wellbeing for particular groups who are known to currently face inequalities.

A key recommendation from the LIP EqIA was the need for more detailed monitoring data to be collected for all groups regarding modal share and travel habits. This was incorporated into the performance monitoring plan for the LIP, and should inform the development and delivery of the schemes funded in 2016/17.

8.10 The Council is in the process of producing a new Transport Strategy which will present a full revision of Council priorities for LIP funding for the forthcoming 3 year Delivery Plan 2017-2020. An updated EqIA for the LIP should inform this.

## 9. Use of Appendices

Appendix 1 – Progress on LIP Delivery Plan 2014-2017  
 Appendix 2 - LIP Annual Spending Submission 2017/18  
 Appendix 3 – Linkages between LIP and Corporate Plan

## 10. Local Government (Access to Information) Act 1985

TfL Guidance on Local Implementation Plan Annual Spending Submission for 2017/18

Final Haringey Local Implementation Plan, May 2010

Haringey Corporate Plan 2015 - 2018

## Appendix 1

### Progress on LIP Delivery Plan 2014-17

The table below shows the Delivery Plan for 2014-17 with 2014/15 forming the Annual Spending Submission as agreed by Cabinet in September 2013. The table includes actual/estimated spend, how the project supports meeting our LIP targets and an update on progress on delivering these projects and programmes.

Programme/ Project	2014/ 15 £k	2015/16 £k	2016/17 £k	Total £k	Actual/ Estimated spend 2014/15 to 2015/16 £k	Estimated funding re- allocated in 2016/17 £k	Proposed submission for 2017/18 £k	Support for meeting LIP targets	Update on Progress
-----------------------	-------------------	---------------	---------------	-------------	--	---	--	---------------------------------------	--------------------

Programme/ Project	2014/ 15 £k	2015/16 £k	2016/17 £k	Total £k	Actual/ Estimated spend 2014/15 to 2015/16 £k	Estimated funding re- allocated in 2016/17 £k	Proposed submission for 2017/18 £k	Support for meeting LIP targets	Update on Progress
Green Lanes – Alfoxton Avenue/Green Lanes junction and surrounding area	150	600	800	1550	390	1160	0	Road user casualty reduction	This was submitted as a Major Scheme bid of £1.8m in September 2015 but was not successful. This scheme would need to be funded from the Borough's LIP allocation if we wish to progress this scheme. Given the very high cost and limited LIP funding which may be reduced it is not recommended this scheme is progressed further.

Programme/ Project	2014/ 15 £k	2015/16 £k	2016/17 £k	Total £k	Actual/ Estimated spend 2014/15 to 2015/16 £k	Estimated funding re- allocated in 2016/17 £k	Proposed submission for 2017/18 £k	Support for meeting LIP targets	Update on Progress
Tottenham High Road	293			293	293	0	0	Road user casualty reduction; mode shift to cycling and walking	Urban realm, pedestrian amenity and road safety measures completed.
Tottenham Hale neighbourhood	145	153	100	398	245	153	0	Road user casualty reduction; mode shift to cycling and walking	Sustrans led community initiative focusing on environmental and safety improvements. Scheme completing 2016/17
Hornsey Park neighbourhood	145	100	168	413	245	168	0	Road user casualty reduction; mode shift to cycling and walking	Environmental and safety measures; traffic calming and decluttering. Scheme completing 2016/17

Programme/ Project	2014/ 15 £k	2015/16 £k	2016/17 £k	Total £k	Actual/ Estimated spend 2014/15 to 2015/16 £k	Estimated funding re- allocated in 2016/17 £k	Proposed submission for 2017/18 £k	Support for meeting LIP targets	Update on Progress
Tottenham Green neighbourhood	145	100	150	395	245	150	0	Road user casualty reduction; mode shift to cycling and walking	Sustrans led community initiative focusing on environmental and safety improvements. Scheme completing 2016/17.
20mph speed limit and zone	400	565		965	695	270	200	Road user casualty reduction; mode shift to cycling and walking	Roll out of Borough wide 20mph speed limit commenced operation from February 2016; physical measures to support compliance; traffic management project in Wood Green area
Cycle training	100	100	100	300	200	100	100	Mode shift to cycling; road user casualty reduction	Cycle training programme for schools and adults

Programme/ Project	2014/ 15 £k	2015/16 £k	2016/17 £k	Total £k	Actual/ Estimated spend 2014/15 to 2015/16 £k	Estimated funding re- allocated in 2016/17 £k	Proposed submission for 2017/18 £k	Support for meeting LIP targets	Update on Progress
Smarter travel	500	400	600	1500	900	600	350	Mode shift to cycling and walking and public transport; road user casualty reduction	Wide range of measures such as personalised travel planning, workplace and school travel planning, promotional and marketing initiatives; road safety education, training and publicity.
Cycling and Walking schemes	100	100	100	300	350 [additional funding allocated in Sustainable Transport works plan for 2015/16]	-50	600	Mode shift to walking and cycling	Cycle parking inc bike hangars; small scale improvements in Wood Green area; permeability improvements through 2 way cycling on one way roads; HCC priorities; bike hangar programme

Programme/ Project	2014/ 15 £k	2015/16 £k	2016/17 £k	Total £k	Actual/ Estimated spend 2014/15 to 2015/16 £k	Estimated funding re- allocated in 2016/17 £k	Proposed submission for 2017/18 £k	Support for meeting LIP targets	Update on Progress
Local safety schemes	300	100	200	600	773 [additional funding allocated in Sustainabl e Transport works plan for 2015/16]	-373	550	Road user casualty reduction	Road safety measures on West Green Road from High Road to Belmont Road; road safety study; deliver reactive projects. The programme for 2016/17 is targeted at priority locations at Park Road/The Broadway, White Hart Lane/Weir Hall Road junction; West Green Road/Dorset Road junction; a number of development studies which will feed into future schemes

Programme/ Project	2014/ 15 £k	2015/16 £k	2016/17 £k	Total £k	Actual/ Estimated spend 2014/15 to 2015/16 £k	Estimated funding re- allocated in 2016/17 £k	Proposed submission for 2017/18 £k	Support for meeting LIP targets	Update on Progress
Car club	20			20	20	0	35	Mode shift from car	Provision of car club bay infrastructure to support roll out of multi-operator contract from April 2017
Haringey Community Transport	80	80	80	240	100	140	5		Transport provision for local community groups unable to access conventional transport; funding reduced to reflect take up in 2015/16 and 2016/17
Total	2298	2298*	2298*						
Additional schemes for 2017/18									
Wightman Road/Green Lanes area							350	Reduction in CO2 emissions	Study due to report end of 2016 with projects developed by early 2017.



Programme/ Project	2014/ 15 £k	2015/16 £k	2016/17 £k	Total £k	Actual/ Estimated spend 2014/15 to 2015/16 £k	Estimated funding re- allocated in 2016/17 £k	Proposed submission for 2017/18 £k	Support for meeting LIP targets	Update on Progress
Electric vehicle charging point infrastructure							35	Support for reduction in CO2 emissions	Supports CO2 reduction, complements Source London programme
Total							2225		

=\* funding allocation for 2015/16 and 2016/17 has been slightly reduced by TfL from that notified in 2013.

## Appendix 2

### LIP Annual Spending Submission for 2017/18

Programme/ Project	2017/18 £k	Reasoning
<b>Corridors, Neighbourhoods and Supporting measures and Local Transport Funding</b>		
Wightman Road/Green Lanes area	350	The current consultants study, expected to report in December 2016, is likely to identify a range of short, medium and long term projects and programmes. Some measures could be delivered in 2016/17 with next year's programme building on this.
Traffic Calming and Management	200	Physical measures such as VAS to support compliance of 20mph speed limit
Cycle training	100	Consistent with overcoming identified barriers to greater cycle use by residents. Cycle training for schools and adults. Supports Council and Mayoral targets for more cycling
Health and Wellbeing and Behaviour Change schemes	350	Active travel initiatives including school and workplace travel planning, cycle training, personalised travel planning for schools, road safety education, training and publicity, complementary measures to support cycling infrastructure schemes and CPZ proposals. Supports Council and Mayoral targets to increase cycling/walking mode share and CO2 reduction
Cycling and Walking schemes	600	Cycle routes such as an extension of cycle superhighway 1 towards Lee Valley; commence work

		<p>on cycle routes in Tottenham area to support sustainable regeneration; support delivery of Haringey Cycling Campaign top priorities; permeability measures such as in Bruce Grove area and Harringay Ladder; and bike hangars. Walking projects could include school crossings and pedestrian facilities on Priory Road. To encourage more cycling 59% of Roadshow respondents highlighted more or better cycle lanes with a further 13% identifying cycle parking. Supports Council and Mayoral targets to increase cycling/walking mode share and CO2 reduction.</p>
Local Safety Schemes	525	<p>Schemes arising from the studies being carried out in 2016/17; plus Park Road/The Broadway scheme. TfL has recently undertaken an analysis of road casualties which highlighted the relatively high number of pedestrian casualties. We will undertake a more detailed study to identify projects/programmes to reduce these. Supports Council and Mayoral targets for road casualty reduction</p>
Local Transport funding: Electric vehicle charging point infrastructure	35	<p>Additional investment to that planned by provided through Source London. Linked to OLEV funded project for Neighbourhoods of the Future. Supports CO2 reduction</p>

<i>Local Transport funding:</i> Car club infrastructure	35	Linked to planned multi-operator contract planned to commence April 2017. Supports further expansion of car club network. Supports CO2 reduction
<i>Local Transport funding:</i> Haringey Community Transport	5	Transport provision for local community groups unable to access conventional transport
<i>Local Transport funding:</i> Local safety schemes	25	Supports Council and Mayoral targets for road casualty reduction
Sub Total	2,225	
<b>Principal Road Maintenance</b>		
Priory Road	274	whole length
Hornsey High Street	170	whole length
Lordship Lane or Muswell Hill	127	scheme scope depends on funding availability
Sub Total	571	Total includes 25% uplift for potential reserve schemes
Total	2,796	
<b>Bridge Maintenance and Strengthening [provisional programme]</b>		
Station Road	900	strengthening; continuation from 2016/17
Ferry Lane	35	assessment
Endymion Road	25	assessment
Umfreville Road	25	assessment
Burgoyne Road	25	assessment
Shepherds Hill	30	assessment
Springfield Avenue retaining wall	70	strengthening
Highgate Hill retaining wall	100	strengthening
Sub Total	1210	

## Appendix 3

### Linkages to Corporate Plan

The table below summarises how LIP funded projects and programmes support Corporate Plan priorities and objectives.

Priority	Objective	LIP funded projects and programmes
Outstanding for All Priority 2 – Enabling all adults to live healthy, long and fulfilling lives	A borough where the healthier choice is the easiest choice	Cycling and walking infrastructure inc cycle routes and cycle parking; on-street bike hangars. Behaviour change programme inc cycle training and promotional campaigns for more walking and cycling; supporting measures 20mph speed limit; car club infrastructure
Clean and Safe Priority 3 – A clean, well maintained and safe borough where people are proud to live and work	We will make our streets, parks and estates clean, well maintained and safe	Local safety scheme programme; investment on Principal Road Maintenance; bus service reliability programme and bus stop accessibility programme; support for Haringey Community Transport
Clean and Safe Priority 3 – A clean, well maintained and safe borough where people are proud to live and work	We will make Haringey one of the most cycling and pedestrian friendly boroughs in London	Cycling and walking infrastructure inc cycle routes, parking; on-street bike hangars; road safety measures targeted at vulnerable road users; 20 mph speed limits; behavioural change programme inc training, travel planning
Sustainable Housing, Growth and Employment	We will enable growth by securing infrastructure including	Cycling infrastructure in Tottenham area to support sustainable

Priority 4 – Drive growth and employment from which everyone can benefit	transport, broadband, schools and health services	development
Sustainable Housing, Growth and Employment Priority 4 – Drive growth and employment from which everyone can benefit	We will manage the impact of growth, by reducing carbon emissions across the borough with the aim of meeting our 40:20 goal while growing the green economy	Road transport forms around 20% of carbon emissions. Measures to reduce this include promoting alternatives to the car; promotion of electric vehicles/car clubs.
Sustainable Housing, Growth and Employment Priority 4 – Drive growth and employment from which everyone can benefit	We will focus growth by prioritising new homes and jobs in Wood Green and particularly Tottenham where need and opportunity are greatest and by bringing some of the borough's key community assets into more active use	Investment in cycle route network in Tottenham.