

Report for: Environment and Community Safety Scrutiny Panel, 9th
March 2017

Item number:

Title: Haringey's Sustainable Transport Programme

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Ward(s) affected: All

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

1. Describe the issue under consideration

This report provides a general overview of the sustainable transport schemes and initiatives the Council is proposing to deliver to achieve the following five objectives identified by the Environment and Community Safety Scrutiny Panel:

- Reducing motor vehicle use and improving sustainable transport use in the borough;
- Achieving a more equitable balance between drivers, pedestrians and cyclists on our roads;
- Encouraging people to change their travel habits to help improve local air quality;
- The expansion of car clubs; and
- Supporting people to use more sustainable forms of transport

2. Haringey's Council's Sustainable Transport programme

The five objectives identified by the Environment and Community Safety Scrutiny Panel for this review share a common theme in regard to the broad range of sustainable transport schemes and initiatives required to improve accessibility and choice to deliver a modal shift away from habitual car use.

For each of the five objectives, the range of sustainable transport programmes either being delivered or proposed will be summarised, including details of the delivery mechanism and funding source.

Many of the schemes being delivered are through the Council's Local Implementation Plan [LIP] for which we receive funding from TfL each year. In addition the Council invests funding for highway works such as street lighting, road and footway maintenance and road safety measures.

TfL has allocated for more than £2.6m for our LIP programme for 2016/7. This funding is delivering road safety projects, cycling and walking schemes, community environmental schemes, 20mph speed limit, cycle training, accessibility measures, environmental schemes and smarter travel programmes.

For 2017/18 TfL has allocated approximately £2.8m LIP funding. The major projects to be funded are for Wightman Road/Green Lanes environmental, bus and road safety scheme, traffic management, cycling schemes in Tottenham, Harringay Ladder and bike hangars, improved pedestrian facilities in Priory Road, N8, local safety schemes and measures to support car clubs and electric vehicles. We are also developing a public realm scheme around White Hart Lane station which will support regeneration in High Road West and the Spurs redevelopment.

The national, regional and local policy context

Transport policies have an important role to play in facilitating sustainable development as well as contributing to wider sustainability and health objectives.

Our planning and transport policies seek to integrate development with transport provision. We seek to locate major travel generating developments close to transport facilities to minimise the need to use private transport. We also seek to minimise car travel by requiring low car parking provision and support the use of car clubs associated with new development as well as requiring travel plans to support alternatives to car use.

The influence of National and Regional transport planning policies on local strategies for the delivery of sustainable transport improvements are summarised below:

National Planning Policy

The National Planning Policy Framework states ‘the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.’

As such, Haringey’s Local Plan policies are set out to support a pattern of development which facilitates the use of sustainable modes of transport. This guides planning decisions to ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Regional Transport Policies

The Mayor’s Transport Strategy (MTS) is a statutory document developed alongside the London Plan and Economic Development Strategy. It sets out the Mayor’s transport vision and describes how TfL and its partners, including the London boroughs will deliver that vision.

In October 2016, the Mayor published his strategy document “A City for all Londoners”. For transport the Mayor wants to reduce traffic, encourage walking and cycling in “Healthy Streets” and by more Quietways and Cycle Superhighways; with transport acting as a catalyst for growth such as through higher density development near stations and in town centres. Better bus services to town centres are planned with more low emission buses running. Further devolution of rail services is proposed including the Great Northern services through Alexandra Palace. With greater pressure on road space from population and employment growth innovative ways of managing

this by time and purpose at different times of the day are proposed. Improvements to the reliability of the existing road capacity are planned. Air quality is a key issue for the Mayor as is the delivery of Crossrail 2. On road safety the Mayor will adopt a “Vision Zero” approach which puts reducing road danger at its centre.

A draft revised MTS is expected by spring 2017. A three month consultation will follow with the final MTS being published in the autumn 2017. This could enable the Local Implementation Plan – which details how Council’s will deliver the MTS at a local level - to be developed by late 2017/early 2018.

North London context

The North London sub-regional Transport Plan identified a number of challenges linked to the need to increase the take up of sustainable transport:

1. Improve air quality to meet and exceed legal requirements and meet CO2 targets.
2. Transform the role of cycling and walking in the sub-region.
3. Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lee Valley
4. Enhance connectivity and the attractiveness of orbital public transport
5. Relieve crowding on the public transport network.
6. Improve access to key locations and jobs and services
7. Manage highway congestion and make more efficient use of the road network

Haringey’s Local Plan

In Strategic Policy SP7 of the Local Plan, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey’s regeneration and local/strategic access to London, employment areas and local services including:

- Improvements to the Piccadilly, Victoria and Northern lines including new trains, new signalling and new control centres
- Improvements to Overground routes along West Anglia, East Coast (Great Northern) and Barking – Gospel Oak line
- Access and interchange improvements to Overground stations at Alexandra Palace, Finsbury Park, Harringay, Hornsey, White Hart Lane, Northumberland Park, South Tottenham and Bruce Grove
- Improvements to interchanges at Tottenham Hale and Seven Sisters
- Improvements to Tottenham gyratory
- Improvements to east – west bus routes as well as promoting new east – west routes

SP7 will also support travel demand management measures to tackle climate change, improve local place shaping and public realm and environmental and transport quality and safety.

Haringey Development Management Development Plan Document

This includes policies on transport and land use planning management, parking standards and car and cycle parking design guidance.

Haringey’s Transport Strategy

This Strategy is currently being drafted to provide a high level statement of our ambitions for transport and highlights our key commitments over the next 10 years.

The detail of our key programmes and proposals will be set out in a series of associated documents which will feed into the overarching Transport strategy such as the Walking and Cycling strategy, Parking strategy, Health and Wellbeing strategy and the Local Implementation Plan. Details of the Local Implementation Plan are summarised in Section 5: background Information.

The Strategy will set out how we achieve our vision to deliver ‘a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.’

This vision will be delivered through three themes:

- Prosperity and Growth
- Active Travel and Sustainability
- Safe and well maintained

To deliver the following outcomes:

- a) A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- b) A well maintained road network that is less congested and safer
- c) Active travel the easier choice, with more people choosing to travel by walking or cycling
- d) An improved air quality and a reduction in carbon emissions from transport

2.1 Reducing motor vehicle use and improving sustainable transport use in the borough.

Supporting sustainable transport through the Planning Process

Planning applications are assessed and evaluated in the context of current London Plan transport policies, such as car and cycle parking provision, support for cycling and walking through design and infrastructure, maintaining safety on the local road network and minimising the impact of generated traffic particularly at critical junctions.

For many developments we require the submission of travel plans. These set out how the developer will support sustainable transport. Typically we require support for car clubs through a membership over a fixed time period, promotion of sustainable transport and set out monitoring requirements and employment of a travel plan coordinator.

For larger developments we require the submission of a transport assessment or statement. These would include an assessment of traffic generation from the development and how this would impact on local road and public transport networks. Parking demand and parking provision would also need to be included. By supporting car free or car capped developments the impact of additional traffic arising from new development is minimised. Much of the borough is well served by public transport supporting the Council’s objectives to reduce car based travel whilst still permitting residents and businesses access to jobs, housing and services.

The availability of parking can influence the take up of more sustainable modes of transport: if there is insufficient on street space for parking vehicles then people are discouraged from owning and using cars. The Council through its parking and

development planning policies can manage on and off-street parking demand. In addition the level of car ownership in the Borough has reduced over time.

Implementation of Car free/car capped development policy

The purpose of applying this policy is to minimise traffic generated by new residential developments. We would want to restrict traffic arising from developments for a whole range of reasons: environmental quality, minimising traffic congestion, support for sustainable transport and support sustainable regeneration.

The Council's view is that car free or car capped residential developments are only realistic and viable where there are alternative and accessible means of transport available. This means in practice where the PTAL measurement for a site is 4 or above. A PTAL score of 4 or above is considered acceptable as this level would provide a range of alternative bus and rail/underground options.

The presence of a CPZ allows the Council to manage the car free or car capped developments by restricting parking permits. The Planning Service liaises with Parking Service once a completed Section 106 obligation [S106] has been received from Legal Services

2.2 Acheiving a more equitable balance between drivers, pedestrians and cyclists on our roads

Cycling investment

Recent investment in cycling infrastructure has included the completion of Cycle Superhighway 1 between Tottenham and central London in April 2016. The project was funded by TfL with substantial input on scheme development from the Council.

We are also developing two Quietway cycle routes: one between Enfield and Farringdon and a second route between North Finchley and Hornsey. We are working with Sustrans who have been appointed by TfL as delivery partner with responsibility for developing initial proposals. Both schemes could be delivered by 2018.

We have an ongoing programme of providing cycle parking with a focus on cycle hangars which meet the need of residents without access to their own safe and secure cycle parking. In addition we require cycle parking to be provided as part of development proposals in line with London Plan standards.

We provide cycle training as part of our smarter travel programme which encourages adults and students to take up cycling.

The Mayor has recently announced plans for a high level of investment in cycling infrastructure. We will continue to lobby TfL and the Mayor for greater investment in cycling infrastructure particularly given our Housing Zones being delivered in Tottenham and the planned growth in Wood Green.

Walking investment

We have a programme of footway maintenance and enhancing street lighting. In 2016/17 almost £2m is being invested in maintaining our footways. For street lighting,

about 4300 columns are in need of replacement out of about 18,000. We are investing £400,000 in 2016/17 for street light replacement.

We have also progressed the provision of pedestrian signal improvements in Muswell Hill.

Public Transport investment

We have been lobbying over many years for enhancements to local bus services. In particular the lack of orbital bus links makes it more difficult for residents to make cross borough journeys.

Almost all of our bus stops are accessible. For rail and underground stations we are working with TfL on making Tottenham Hale station fully accessible as part of the planned enhancements which are due to complete in spring 2018. South Tottenham station has recently been made fully accessible. We are working with TfL on delivering a new fully accessible station at White Hart Lane which will deliver an enhanced capacity to serve the expanded Spurs football ground and regeneration area of High Road West.

In the longer term we are working with TfL and Network Rail on Crossrail 2 which will deliver enhancement in capacity and connectivity in the Wood Green and Tottenham areas. Crossrail 2 would support much needed higher level of jobs and housing growth. In the interim we are working with TfL, Network Rail and LB Enfield to deliver capacity enhancements on the West Anglia main line to provide much higher frequency services at Northumberland Park, due to commence in December 2018.

We have been supporting the planned investment in the Barking Gospel Oak line and new Thameslink services at Alexandra Palace will improve access to jobs and support regeneration in the Wood Green area.

2.3 Encouraging people to change their travel habits to help improve local air quality.

Smarter Travel

Haringey Council (LBH) has a strong track record in delivering effective Smarter Travel initiatives and schemes focusing on reducing car use through active travel, travel awareness, health and wellbeing and behaviour change to sustainable modes of travel.

During 2017/18 the Smarter Travel programme will continue to deliver active travel and behaviour change initiatives including:

School travel planning, cycle training and maintenance, personalised travel planning for schools, road safety education, training and publicity, complementary measures to support the 20mph speed limit, cycling infrastructure schemes and CPZ proposals, activities to support Haringey's Year of Walking campaign, events and publicity to support residents to change their behaviour.

Currently 64 schools have School Travel Plans including 20 gold, 14 silver and 30 bronze. Three schools were recognised at TfL's STARS Top School's awards at City

Hall in November 2016. TfL select accredited schools from across London who have demonstrated outstanding results through their school travel plan to provide activities and initiatives for their school that contribute to more pupils and teachers walking, cycling, scooting or using public transport for their journey to and from school rather than driving. Haringey schools won the following awards:

School of the Region north London - Stamford Hill Primary School – for promoting healthy lifestyles and working with local communities and charities)
Excellence in Walking - Crowland Primary School – -a gold school who have increased walking by 13% from last year, they also recorded their own song to raise awareness
Excellence in Scooting - Rhodes Avenue Primary School A silver school who now have 28% of pupils scooting to school and under 4% travelling by car despite increasing in size.

Haringey Council has undertaken four Personal Travel Planning Projects in the last four years. All have been aimed at encouraging residents, parents and carers to choose alternative to the car when travelling, or if they have to use a car to consider car sharing, or more efficient car use.

A personal Travel Planning project which started in June in Seven Sisters and Tottenham Green with a control ward in Muswell Hill delivered 5016 personal travel plans (4514 in the project area and the remaining 502 at various events across the borough). 867 pledges were made to travel more sustainably, including 530 walking pledges and 224 cycling pledges. A follow up survey undertaken 3 months after the start of the project which targeted 10% of the participants showed 24.2% of residents had changed their travel behaviour since receiving their PTP and highlighted an increase in walking of 3.6%.. A further follow up survey is being undertaken in March.

The Council's ongoing support for cycle training ensures school children and adults gain confidence and the on road skills to overcome common safe fears which are often the barrier to greater cycling uptake. 1300 school children and 244 adults received cycling training during 2015/16.

Electric vehicle charging infrastructure

During 2017/18 the Council will facilitate the expansion of the Source London electric vehicle charging network across the borough by signing a variation agreement to the Source London contract. This will enable the Source London operators, Blue Point London (BPL) to take over responsibility for Haringey's unreliable network of 17 charging points. This will ensure:

- BPL will cover ALL COSTS for maintenance, repairs, upgrades, electricity use for Haringey network, removing cost burden from LBH.
- All Haringey's existing unreliable 17 points will be replaced.
- BPL are committing to funding expansion of the Source London charging network in Haringey, covering all costs. Plans to install over 6000 charging points across the London network by 2020.
- LBH will receive a fixed income of £500 per charging point per year.

We consider the expansion of Source London network as only a part of the charging point infrastructure solution required to encourage a significant increase in EV take up. The Source London network expansion will mostly be located at hub/attractor

locations, including Town Centres, retail centres and transport interchanges and as such will not be sufficient to meet increasing demand for access to on street charging infrastructure in residential streets where there's limited off street parking.

Alternative charging solutions

In addition to the Source London upgrade and expansion Haringey Council are considering additional charging infrastructure solutions to meet the increasing demand, as follows:

- Charge Master's Polar Network – Over 5000 points nationwide. Or can use on PAYG basis. An additional network to compliment Source London.
- Charging from street light columns. Socket charging via plugging into existing lamp column or via pop up socket/feeder link along kerb side. Proposing to trial this technology in Haringey during 2017/18.
- Rapid charging installations

Go Ultra Low City Scheme (GULCS)

Haringey are an active member of a consortium of London Boroughs and TfL who have successfully been awarded £13m GULCS funding from OLEV to 'increase take up of EV's and expand London's charging network'.

Four scheme elements to be delivered:

1. Installation of residential networks of on-street charging points.
2. Electrification of existing and new car club bay.
3. Installation of rapid charge points.
4. Developing Neighbourhood of the Future Schemes.

Residential and car club charging:

Creating local residential charging networks and the electrification of car club bays will involve the development of a new delivery partnership to:

- Setting up London-wide delivery partnership for installing, managing and maintaining 1,150 residential and 1,000 car club charge points.
- Install local residential networks where the commercial networks unlikely to service.
- Electrify new and existing car club bays. Haringey's multi-operator car club network requires operators to be EV ready when bays are electrified.
- LBH is receiving increasing no. of resident requests for access to EV charging points.

Installing a Rapid Charging network:

LBH are supportive of introducing a network of rapid charging points. Access to Rapid (20 mins) charging is a key factor for encouraging increased uptake of electric vehicles, esp. for commercial fleets including taxis/private hire vehicles.

- TfL are funding the installation of 300 new rapid charge points in London by 2020
- A Private sector led model will be responsible for the large capital investment and on-going operational and maintenance costs.
- The Borough will receive a revenue stream in the form of rental payments from the charge point operator and a percentage of the revenue generated from the charge points.

- TfL is engaging with LBH officers to identify suitable sites, such as town centre/retail car parks, taxi ranks etc.

Wood Green 'Neighbourhood of the Future' (NoF) Scheme:

The Wood Green area has been chosen as one of six NoF schemes to be delivered in London. The area was identified due to its poor air quality, being a large trip generator, it's regeneration opportunities and its mixture of residential and businesses/delivery uses. The NoF will deliver schemes to increase the usage of EV's in Wood Green, focussing on both residential and business use.

Mayors Air Quality Consultation proposals

Haringey strongly support the Mayor's proposals to bring forward the introduction of the Ultra Low Emission Zone (ULEZ) to 2019 and support, in principle, extension of ULEZ to the North Circular Rd, subject to more detailed cost/benefit analysis of options & compliance costs.

TfL has announced that 10 new Low Emission Bus Zones are to be introduced from 2017/18 along the most polluted corridors in London. 2 of these 'Low Emission Bus Zones' will run through Haringey:

- Edmonton -Tottenham to Seven Sisters bus corridor
- Enfield Green Lanes – Wood Green High Road- Haringey Green Lanes- Finsbury Park bus corridor
- Zones are expected to reduce bus NOx emissions by 84 %.
- Combination of hybrid and retro fitted cleaner buses meeting Euro VI standards.
- Supported by bus priority schemes to keep buses moving, cutting idling emissions and speeding up journey times for passengers.

2.3 Achieving a more equitable balance between drivers, pedestrians and cyclists on our roads.

We recognise there are challenges in seeking to support walking, cycling, bus services and essential delivery traffic where there is limited road capacity with potential conflicts in space and time between modes of transport. We are currently developing a Transport Strategy which will be used to inform our next LIP. We will be required to prepare a new LIP to deliver the new Mayor's Transport Strategy at the local level. Consideration will need to be given to the development of a road user hierarchy to help guide our future transport projects and programmes and the priorities we give to each mode of transport. As part of the emerging Transport Strategy we will also develop a Cycling and Walking strategy.

2.4 The expansion of car club services

The back to base car club service in Haringey has proved popular with residents and is experiencing a sustained level of growth (running at over 10% growth a year) and high levels of vehicle utilisation. The service delivers numerous benefits for the borough including improved air quality through access to cleaner vehicles, an alternative option to private car ownership, reduced congestion and parking pressures.

LBH are facilitating the expansion car club services in the borough by introducing multi-operators to:

- Provide for growing demand for services from residents.
- Improve accessibility and social mobility, especially in areas with a lack of existing coverage
- Introduce greater fleet choice, and pricing, including 100% EV fleets.
- Maximise the potential benefits the network can deliver through reducing existing car dependency, use of new vehicles with cleaner emissions.
- support sustainable housing and population growth across Haringey, especially in areas of the borough where major regeneration proposals, are planned.

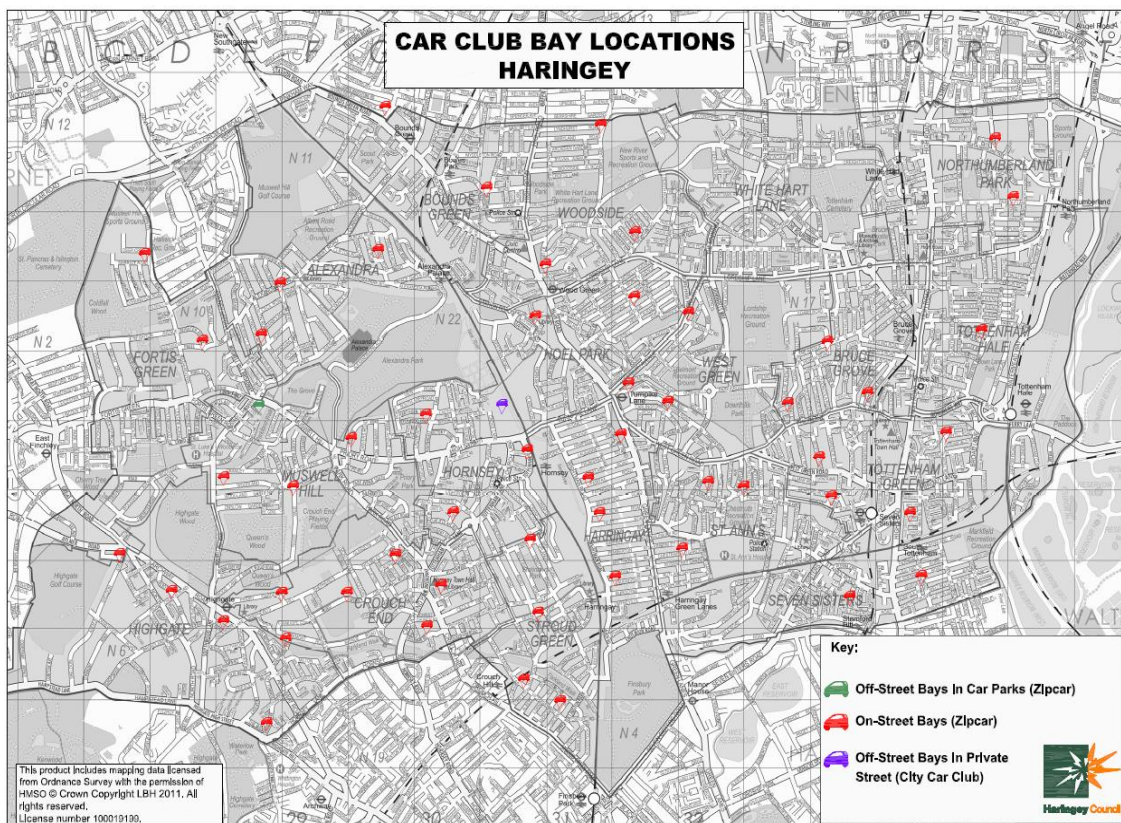
Expansion proposal:

- During 2017/18 four new car club operators will introduce services into the borough alongside the incumbent operator (Zipcar).
- Five accredited car club operators are City Car Club (Enterprise), Ubeeqo (Eurpocar), E-Car Club, Co-Wheels and Zipcar.
- Approx 60 new car club bays to be added to network in 2017-18 (subject to resident consultation). Further yearly network expansions planned as user demand grows.
- Electrification of car club bays - operators pledged to introduce ULEV's into fleets when charging points are installed.

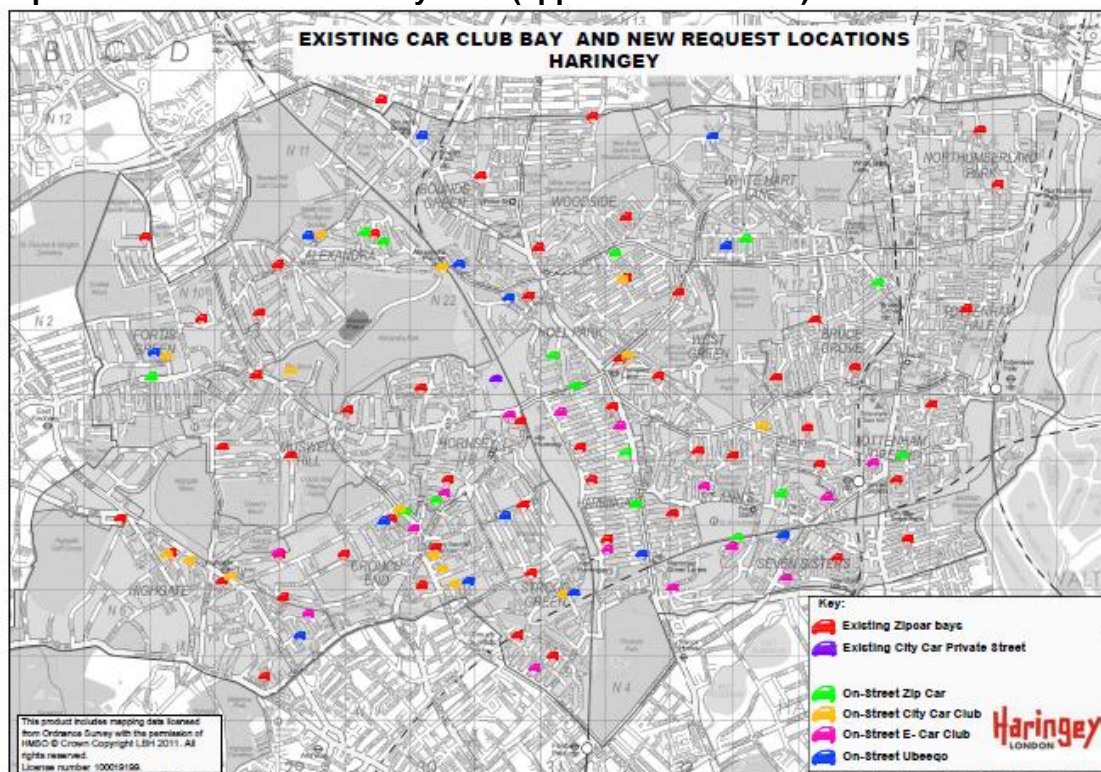
2.5 Supporting people to use more sustainable forms of transport

All of the above measures serve to support people to use more sustainable forms of transport.

Current Car Club Network in Haringey (74 vehicles)



Expanded Car Club network by 2018 (approx 140 vehicles)



The DriveNow car club service providing one way journey options also operates across Haringey.

- Launched Dec 2014, 'floating' service (one way journeys) in 4 boroughs - **Haringey**, Hackney, Islington and Waltham Forest.
- Floating model, vehicles do not need to be picked up or returned to a specific parking space.
- Fleet expansion in 2017/18 to 400 vehicles across the 4 boroughs operational area, includes 100 BMW i3 electric vehicles.

The expansion of car club services, both back to base and one way models, are considered a key mechanism for reducing car dependency and managing demand on Haringey's (and London's) road network. Access to car clubs reduces both private car ownership and use, reduces the need for a second car and is considered part of the solution to overcome poor air quality, traffic congestion, parking pressures and unequal access to mobility.

Additional benefits of expanding a car club network include:

1. One Car club car effectively removes more than 10 privately owned cars from the streets, reducing congestion and parking pressures.
2. Car club members drive 7 times fewer short journeys (less than 5 miles) than car owners do and 750 miles less per year.
3. Car club members tend not to commute by car or drive so much during rush hour.
4. Car club members drive less, and walk, cycle and use public transport more. Car club membership reduces a Londoner's transport carbon foot print by 49%.
5. Car club vehicles typically produce 30% less CO₂ than the average car. Car Clubs vehicles are low emissions and more efficient due to the fact that most fleets are under 1 year old. All fleets are introducing low emission and electric hybrid models, and converting existing fleets from diesel to petrol.
6. Access to car clubs increases residents familiarity with ULEVs
7. An expanded car club network provides a genuine alternative to private vehicle ownership, or need for a second car. Provision of a range of car club vehicles within close proximity ensures the member has access to an alternative close by if their nearest vehicle is already booked.
8. Development can be further optimised on development sites delivering larger number of units as reduced car parking can be provided when sufficient car club spaces are provided in the area.

Transport for London (TfL) analysis of future car club demand suggests there is huge scope for further car club expansion in Haringey, with over 34,000 potential members. To date, Haringey car club provision has only realised 18% of this potential demand.

2.6 Supporting people to use more sustainable forms of transport

In principle our transport projects and programmes seek to minimise private vehicle travel and support sustainable transport. Our approach to this and the projects and policies we pursue are summarised in sections 4.1 and 4.2 above. With regeneration and growth being a key priority for the Council, we want to ensure that such growth can be delivered in the most sustainable way possible. Much greater capacity in public transport, improved quality of bus and rail services, better cycling and walking infrastructure, support for alternatives to car ownership such as car clubs are all required to provide options for existing residents as well as to provide for future residents.

5.0 **Background information:**

Appendix 1 provides details of the scheme funding for 2017/18, as agreed by Cabinet in October 2016 and subsequently approved by TfL in December 2016.

Linkage to corporate Plan Priorities

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.

Appendix 2 summarises how LIP funded projects and programmes support Corporate Plan priorities and objectives.

Appendix 1: LIP Annual Spending Submission for 2017/18

| Programme/ Project | 2017/18 £k | Reasoning |
|--|---------------|---|
| Corridors, Neighbourhoods and Supporting measures and Local Transport Funding | | |
| 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 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. |
| Local Safety Schemes | 525 | 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 |
| <i>Local Transport funding:</i> Electric vehicle charging point infrastructure | 35 | Additional investment to that planned by provided through Source London. Linked to OLEV funded project for Neighbourhoods of the Future. Supports CO2 reduction |
| <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 | |
| Principal Road Maintenance | | |
| 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 | |
| Bridge Maintenance and Strengthening [provisional programme] | | |
| 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 2- 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 Priority 4 – Drive growth and employment from which everyone can benefit | We will enable growth by securing infrastructure including transport, broadband, schools and health services | Cycling infrastructure in Tottenham area to support sustainable 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 inc 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. |