

**Report for:** Cabinet 13 November 2018

**Title:** Local Implementation Plan 3 (LIP3) (2019/2020 – 2021/22)

**Report authorised by:** Helen Fisher, Interim Director of Housing, Regeneration, Planning and Development

**Lead Officer:** Emma Williamson/Neil Goldberg

**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 Mayor's Transport Strategy (MTS) in July 2018.

1.3 The 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 2. Transport for London (TFL) gives boroughs the opportunity to bid for money to deliver projects in their LIP.

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 improving air quality through support for more walking and cycling. The full details of the submission can be found in Appendix 1.

1.5 TFL has produced guidance setting out their funding priorities to deliver of the 2018 MTS. The guidance refers to this LIP submission as 'LIP3' and boroughs are required to prioritise their projects and programmes over a 3 year delivery period. The LIP3 period covers the years 2019/20, 2020/21 and 2021/22.

1.6 The Haringey Transport Strategy was adopted in March 2018 and sets the Council's transport objectives over the next 10 years. It's overarching vision is *'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 achieved through four outcomes:

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

1.7 The LIP3 submission has been informed by the Mayor's objectives in the MTS and Haringey-led transport priorities. Both are aligned and seek to put people's health and quality of life at the very heart of planning for transport.

1.8 Prior to submitting the LIP3 to TFL for approval in February 2019, boroughs are required to submit a draft to TFL in November 2018. There is no requirement to consult on the draft submission but for reasons of transparency, and to better inform how the LIP funds are spent, most boroughs are consulting the public on the draft at the same time. It is our intention, on approval by Cabinet, to carry out a public consultation exercise on Haringey's draft LIP3 submission. The consultation exercise will be carried out in accordance with the Council's adopted Statement of Community Involvement. We are required to consult the statutory bodies on the draft submission.

1.9 Appendix 1 lists the LIP programmes and projects and outcomes from the Haringey Transport Strategy they will help to deliver. In summary, the LIP programme will improve cycling, walking and accessibility in the Borough and make Haringey roads safer. Behavioural change is a key principle of the LIP programme and will be achieved through cycling awareness and training programmes, electric vehicle and car sharing initiatives/promotion and personal travel planning to schools and places of work.

1.10 The draft LIP3 submission is accompanied by an Equalities Impact Assessment (EQIA) and Strategic Environmental Assessment (SEA) which are attached as appendices 3 and 4.

1.11 The proposed consultation draft of the LIP3, which will be submitted to TFL and published for consultation, is attached as appendix 5.

## **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 and in the 2018 Haringey Transport Strategy.

2.2 The transport programmes contained in the LIP target investment across the borough, into residential areas, high streets 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.

## **3. Recommendations**

3.1 It is recommended that Cabinet approves the draft LIP3 submission as set out in appendix 1 and agrees to:

- a) submit the draft LIP3 to Transport for London;
- b) carry out statutory consultation (in accordance with the requirements of section 145 of the Greater London Authority Act 1999) and public consultation on the draft LIP3; and to
- c) delegate authority to the Director of Housing, Regeneration, Planning and Development to sign off, in consultation with the Cabinet Member for Environment and the Director of Environment and Neighbourhoods, the final LIP3 to be submitted to the Mayor of London following consideration of the consultation responses

## **4. Reasons for decision**

4.1 The LIP submission provides a major source of funding over a three-year period to deliver the draft Haringey transport strategy projects and programmes.

## **5. Alternative options considered**

5.1 The draft LIP3 submission supports the priorities in the Corporate Plan and 2018 Haringey Transport Strategy. There are no alternative sources of funding to deliver these important projects and programmes. It is, therefore, not considered necessary to consider other options.

## **6. Background information**

6.1 The LIP forms the basis for delivering the Council’s transport projects and programmes set out in the Haringey Transport Strategy. Although the Mayor’s Transport Strategy (MTS) provides the context for our LIP, there is scope to interpret the MTS objectives and develop a programme tailored to delivering both the MTS and the Haringey Transport Strategy.

6.2 This report sets out the content of the LIP3. Although the LIP is a three-year programme, each year the borough is required to submit an Annual Spending Submission (ASS) which details how each year’s funds will be spent. Through the ASS there is an opportunity to target funds into other projects if necessary. This is agreed by TFL on an annual basis. For the LIP3 submission, the Council’s funding programme beyond the first year only needs to be indicative.

6.3 The LIP3 has two deadlines:

- Submission of a draft LIP3 to TFL – November 2018
- Submission of the final LIP3 to The Mayor of London(including the 2019/20 Annual Spending Submission (ASS)) by February 2019

6.4 As with previous LIPs, LIP3 funding for transport projects is provided through the following main categories: Corridors/Neighbourhoods and supporting measures; Local Transport Fund; and Principle Road Maintenance (PRM). Outside the LIP formula funding are Liveable Neighbourhoods and other strategic funding. TFL suspended the PRM funding for 2018/19 and 2019/20 with a commitment to reviewing this funding source in the 2019 TFL business plan. Until the new business plan is published, there is uncertainty if PRM funding will be made available beyond the two year suspension.

The draft LIP3 submission for Haringey is as follows:

Table 1 – Haringey’s Draft LIP3 Submission

|   | 2019/20    | 2020/21    | 2021/22    | <b>Total LIP funding</b> |
|---|------------|------------|------------|--------------------------|
| Corridors, Neighbourhoods and Supporting Measures | £1,900,000 | £2,124,000 | £2,052,000 | £6,076,000               |
| Local Transport Fund                              | £100,000   | £100,000   | £100,000   | £300,000                 |
| Principal Road Maintenance                        | £200,000   | £499,623   | £500,733   | £1,200,356               |
|   | £2,200,000 | £2,723,623 | £2,652,733 | £7,576,356               |

6.5 In addition to the LIP3 funding, Haringey successfully won £4.8m to deliver a liveable neighbourhood in Crouch End. The annual breakdown of the liveable neighbourhood funding is announced by TFL on approval of each annual

spending submission. The Council also receives funding for bridge strengthening and assessment, which is based on need. These are not reflected in the funding above.

- 6.6 TFL has asked the boroughs to benchmark their LIP3 submissions against the December 2017 revision to 2018/19 LIP allocations while they revise the 2018 TFL business plan. The 2018/19 LIP allocations were revised twice by TFL between October 2017 and March 2018. The first revision was in response to the 2018 TFL business plan which reduced all LIPs, removing the PRM allowance for two years initially but reinstated the Local Transport Fund (which was not included in the October 2017 allocations) and in March 2018, TFL found an additional £10m to top up the Corridor and neighbourhood LIP funds across the capital. Haringey received a top up of £340,100.

Table 2 – 2018/19 LIP allocation revisions

|   | 2018/19 LIP Allocation (October 2017) | 2018/19 LIP Allocation (December 2017) | Final 2018/19 LIP Allocation (March 2018) |
|---|---------------------------------------|--|---|
| Corridors, Neighbourhoods and Supporting Measures | £2,224,000                            | £1,898,500                             | £1,898,500 (+£340,100 top up)             |
| Local Transport Fund                              | £0                                    | £100,000                               | £100,000                                  |
| Principal Road Maintenance (PRM)                  | £429,000                              | £0                                     |   |
|   | £2,653,000                            | £1,998,500                             | £2,338,600                                |

- 6.7 Our draft LIP3 submission (see table 1) exceeds TFL’s suggested benchmark allocation for all three years of the LIP3. The increase is a demonstration to TFL that we need more money to support the delivery of the MTS and the Haringey Transport Strategy over the next three years. There is a risk that TFL will ask us to reduce the submission for all three years when we consult them on the draft, if this does happens, there is enough flexibility to re-profile and/or reduce project funding to minimise impact.
- 6.8 the higher submission amounts is the result primarily of the Council including the financial shortfall in the Council’s road maintenance programme as a result of TFL suspending the PRM. We don’t know if the PRM will be reinstated after the two year suspension but this is to further highlight the effect of their cuts in LIP funding. Currently the Local Transport Fund of £100,000 per annum plugs some of the shortfall but this fund was not intended to pay for road maintenance. Recognising that the PRM is suspended for until 2020/21 but at the same time recognising the condition of the principal roads network in Haringey, we intend to submit the full PRM

amount for years 2 (£499,623) and 3 (£500,733) of the LIP and a small emergency fund of £200,000 for year 1.

- 6.9 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.
- 6.10 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. 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.
- 6.11 Also within this part of the submission we are seeking funding for the continuation of cycling training in schools as well as improvements to cycle lanes and routes in the borough and the provision of bike hangars. The continuation of funding for the expansion of the low emission car clubs, car sharing schemes and shared mobility modes is proposed, together with support for the continued expansion of electric vehicle charging point infrastructure in Haringey. 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. To support Haringey’s bus services and walking in Haringey, funds have been set aside to review bus routes and bus/network accessibility in Haringey and to ensure the routes meet existing and future demands, as well as the preparation of a wayfinding strategy to support walking in the borough.
- 6.12 The Council is considering opportunities for securing additional Liveable Neighbourhood funds in future funding rounds of the Liveable Neighbourhood Initiative. Opportunities, particularly in the east of the borough, are being explored by officers with a view to submitting a bid in October 2019.
- 6.13 Haringey is part of the North London sub regional transport group which also receives an annual allocation of approximately £100,000. This fund goes towards the delivery of sub regional projects which are agreed by the four member boroughs: Waltham Forest, Barnet, Enfield and Haringey. Recently, this funded a strategy to manage heavy goods vehicle traffic in North London.

### **Next Steps and Engagement**

- 6.14 Following agreement from Cabinet, the LIP3 (at Appendix 1) will be published for public consultation and submitted to TFL and the statutory bodies.



- 6.15 A workshop will be held for all Councillors and the Haringey Transport Forum will be utilised to present the consultation draft.
- 6.15 The form of the consultation will be decided after approval is granted. However, this will be carried out using internal resources.
- 6.16 All responses received will be analysed and the LIP3 amended, where necessary.
- 6.17 Prior to submission of the Final LIP3 to TFL, the Cabinet Member for Environment will sign it off.

## **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 (see Appendix 2)
- 7.2 The LIP also contributes to meeting the outcomes of the Haringey Transport Strategy as set out in the final column of Appendix 1.

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

### Finance

- 8.1 The Local Implementation Plan funding from Transport for London provides a major source of funding to deliver the Council's transport projects and programmes.
- 8.2 It also supports the wider budget within the Council due to fees earned from supporting the projects identified.
- 8.3 The level of funding received in 2018/19 and anticipated in the next 3 years are as shown in the table below.

|   | 2018/19 FINAL LIP ALLOCATION | 2019/20 LIP SUBMISSION | 2020/21 LIP SUBMISSION | 2021/22 LIP SUBMISSION |
|---|------------------------------|------------------------|------------------------|------------------------|
| Corridors, Neighbourhoods and supporting Measures | £2,238,600                   | £1,900,000             | £2,124,000             | £2,052,000             |
| Local Transport Fund                              | £100,000                     | £100,000               | £100,000               | £100,000               |
| Principle Road Maintenance (PRM)                  | £0                           | £200,000               | £499,623               | £500,733               |
|   | £2,338,600                   | £2,200,000             | £2,723,623             | £2,652,733             |

8.4 There appears to be a potential funding shortfall in 2019/20 compared to the current year LIP funding.

8.5 The proposed LIP programme under the Corridors, Neighbourhoods and Supporting Projects funding programme for 2019/20 totalling £2,000,000 is fully funded, subject to final confirmation of the value of the LIP settlement.

8.6 Cost of consultation will be contained within this year's budget and technical staff time will be charged to the capital schemes within the LIP allocation.

#### Strategic Procurement

8.7 Strategic Procurement notes the contents of the report; however, there are no procurement implications at this point.

#### Legal

8.8 Under section 145 Greater London Authority Act 1999 ("the Act") the Council 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. The Council must do so as soon as reasonably practicable after the Mayor has published his transport strategy.

8.9 There are consultation requirements set out in the Act, which specifies those bodies that must be consulted, 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. Whilst there is no statutory requirement to consult the public on the draft LIP3, the Council may still opt to do so and must ensure that any responses are conscientiously taken into account before the final submission is made to the GLA.

8.10 The Mayor must then approve the plan following consultation and final submission 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.

- 8.11 When the plan is approved by the Mayor it must be implemented by the Council by the date set in the plan.
- 8.12 The Council needs to comply with its duties under equalities legislation (see below) and that regard must be had to the updated Equalities Impact Assessment.
- 8.13 Submission of local implementation plans is an executive function and is reserved for Cabinet approval with the Council's Constitution. It is open however, for Cabinet to delegate its function to a Cabinet Member as recommended in section 3 of the report.

## Equalities

- 8.13 The Council has a Public Sector Equality Duty under the Equality Act 2010 (as amended) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
  - 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.
- 8.14 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 8.15 An Equalities Impact Assessment on how LIP3 (2019/2020-2121-2022) may impact on groups protected under the Equalities Act 2010 has been undertaken. The EQIA went further than the Equality Act 2010 to include people on lower incomes in its assessment. The EQIA has concluded that the policies in the LIP are likely to:
- i. Benefit people in many of the protected groups
  - ii. Disproportionately benefit some protected groups, i.e. older people, children and disabled people
- The EQIA therefore concluded that no mitigation measures are required as no adverse or discriminatory impacts are identified in the development of the Local Implementation Plan. It is not envisaged that there will be any disproportionate negative equality impacts as a result of implementing this recommendation.

8.16 The EqIA assessment (attached) found that the LIP and transport strategy 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. This includes: women, BAME communities, children & young people, older people and disabled people. 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.

## **9. Use of Appendices**

Appendix 1 - LIP Annual Spending Submission for the next three years and delivering the Outcomes of the Haringey Transport Strategy

Appendix 2 – Linkages between LIP and Corporate Plan

Appendix 3 – draft Equalities Impact Assessment

Appendix 4 – draft Strategic Environmental Assessment

Appendix 5 - Proposed LIP3 consultation draft

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

TfL Guidance on Local Implementation Plan 3

Haringey Corporate Plan 2015 - 2018

Haringey Transport Strategy 2018

## Appendix 1

LIP Annual Spending Submission for the next three years and delivering the Outcomes of the Haringey Transport Strategy

| Programme/ Project   | 2019/20<br>£k | 2020/21<br>£k | 2021/22<br>£k | Reasoning  | Delivering the Outcomes of the Haringey Transport Strategy |
|--|---------------|---------------|---------------|--|--|
| <b>Corridors, Neighbourhoods and Supporting measures and Local Transport Funding</b> |               |               |               |  |  |
| Local Transport Fund   | 100           | 100           | 100           | Supports the delivery of local transport schemes and initiatives and helps deliver road maintenance projects   | Outcomes 1, 2, 3 and 4                                     |
| Local Safety Schemes   | 465           | 445           | 435           | Supports Council and Mayoral targets for road casualty reduction. Schemes often arising from safety studies. TFL has 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.<br><br>Includes the final delivery phase of the Green Lanes study which identified a range of short, medium and long term projects and programmes. Some measures could be delivered by 2019. This scheme supports | Outcomes 1, 2, 3 and 4                                     |

|                                       |     |     |     |  |                 |
|---------------------------------------|-----|-----|-----|--|-----------------|
|                                       |     |     |     | <p>Council targets for reduction in road user casualties and modal share for cycling and walking.</p> <p>Other schemes include new zebra crossings, minimising rat runs and speeding and associated traffic calming measures.</p> <p>The priority project areas include:</p> <ul style="list-style-type: none"> <li>• Bruce Grove/The Avenue/Mount Pleasant Road</li> <li>• Ferme Park Study</li> <li>• West Green Road/Spur Road</li> <li>• Dowsett Road</li> <li>• Elsdon/Newly/Hartham/Pembury Roads</li> <li>• Lordship lane (between Turnant road and Lordsmead Road)</li> <li>• Weston Park</li> </ul> |                 |
| Traffic Calming and community streets | 175 | 267 | 255 | <p>Physical measures such as VAS to support compliance of 20mph speed limit, introduction of speed bumps, upgrading beacons, improving road markings and street furniture reviews/</p> <p>The priority project areas include:</p> <ul style="list-style-type: none"> <li>• The Avenue</li> <li>• Wood Lane</li> <li>• Hampstead lane</li> </ul>  | Outcome 2 and 4 |

|                             |     |     |     |   |                    |
|-----------------------------|-----|-----|-----|---|--------------------|
|                             |     |     |     | <ul style="list-style-type: none"> <li>• Perth road</li> <li>• Cranley Gardens</li> <li>• Highgate Avenue</li> <li>• Borne Avenue/Mansfield Road</li> <li>• West Green Road/The Avenue</li> </ul>   |                    |
| Walking and cycling schemes | 630 | 850 | 750 | Delivery of new cycle infrastructure and routes and the maintenance of existing including the extension of cycle superhighway 1 towards Lee Valley; commence work on cycle routes in Haringey to support sustainable regeneration; support delivery of Haringey Cycling Campaign top priorities; permeability measures and bike hangars. Walking projects could include school crossings and pedestrian facilities. | Outcome 1, 2,3,4   |
| Active Travel               | 299 | 299 | 299 | 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's targets to increase cycling/walking mode share and CO2 reduction  | Outcome 1, 2, 3, 4 |
| Cycle Training              | 86  | 86  | 86  | Consistent with overcoming identified barriers to greater cycle use by residents. Cycle training for schools and adults. Supports Council's targets for more cycling.   | Outcome 1,2, 3     |
| Wayfinding                  | 0   | 34  | 34  | A walking project to increase modal shift away from the private car. Challenging the barriers to walking.   | Outcome 1, 2 and 3 |

|  |            |            |            |  |                    |
|--|------------|------------|------------|--|--------------------|
| Shared and electric mobility innovations | 60         | 60         | 60         | Additional investment to support the delivery of more electric vehicle charging points in Haringey and to support CO2 reduction through mobility innovations such as car clubs and car sharing initiatives.  | Outcome 3          |
| Liveable Neighbourhood contribution      | 150        | 100        | 150        | Match funding required to deliver the Crouch End Liveable Neighbourhood Project. £4.8m is being received from TFL towards the project.   | Outcome 1, 2 and 3 |
| Haringey Bus Review                      | 35         |            |            | Reviewing Haringey's bus network to deliver a service fit for existing and future residents' needs   | Outcome 1, 2 and 3 |
| Sub Total                                | £2,000,000 | £2,224,000 | £2,152,000 |  |                    |
| Principle Road Maintenance (PRM)         | 200        | 499        | 500        | Road maintenance. Should funding be received, the key maintenance locations are: <ul style="list-style-type: none"> <li>• High Street N8</li> <li>• Lordship Lane N22</li> <li>• Turnpike Lane N8</li> <li>• High Road N17</li> <li>• Lordship Lane N17</li> <li>• Muswell Hill Broadway N10</li> <li>• Park Road N8</li> <li>• West Green Road N15</li> <li>• The Broadway N8</li> <li>• Tottenham Lane N8</li> </ul> | Outcome 4          |
| Total (incl. PRM)                        | £2,200,000 | £2,723,623 | £2,652,733 |  |                    |



## 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<br>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 including cycle routes and cycle parking; on-street bike hangars. Behaviour change programme including cycle training and promotional campaigns for more walking and cycling; supporting measures 20mph speed limit; car club infrastructure |
| Clean and Safe<br>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; bus service reliability programme and bus stop accessibility programme;  |
| Clean and Safe<br>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 including cycle routes, parking; on-street bike hangars; road safety measures targeted at vulnerable road users; 20 mph speed limits; behavioural change programme including training and travel planning                                    |
| Sustainable Housing, Growth and Employment<br>Priority 4 – Drive growth and employment from which everyone can benefit | We will enable growth by securing infrastructure including transport,                    | Cycling infrastructure throughout Haringey to support sustainable development   |

|  |  |   |
|--|--|---|
|  | broadband, schools and health services   |   |
| Sustainable Housing, Growth and Employment<br>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   | Measures to promote alternatives to the car including promotion of electric vehicles charging infrastructure and low emission car clubs/car sharing |
| Sustainable Housing, Growth and Employment<br>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 and Wood Green   |