

Report for: Cabinet 14th November 2017

Item number: 13

Title: Local Implementation Plan Annual Spending Submission for Transport 2018/19

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

Lead Officer: Emma Williamson/Neil Goldberg

Ward(s) affected: ALL

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

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).
- 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 2. TfL give Boroughs the opportunity to bid for money annually 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 air quality through support for more walking and cycling including for local businesses. The full detail of the submission can be found in Appendix 1.
- 1.5 Generally, TfL produce guidance setting out their funding priorities. However the guidance for 2018/19 has been issued as interim LIP annual spending submission until the Mayor's Draft Transport Strategy is adopted later this year. This is in essence unchanged from that issued for 2017/18. TfL advise boroughs to submit their spending submission for 2018/19 on the assumption that funding

is at the same level as 2017/18 but boroughs should prioritise their projects and programmes in the event less funding is made available.

1.6 As the funding submission for 2018/19 is another interim submission, there is no requirement for a new three-year Delivery Plan.

1.7 The Council has commenced the preparation of a new Transport Strategy which was reported to Cabinet in October 2017 for agreement to consult the public. This will be supported by a Cycling and Walking Action Plan and a Parking Action Plan.

1.8 The draft Haringey Transport Strategy sets an ambitious direction for transport investment in the borough which has informed our 2018/19 LIP submission as well as future years funding submissions.

1.9 The outcomes of the draft Haringey Transport Strategy which the LIP will help to achieve are:

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

1.10 Appendix 1 lists the LIP programmes and projects and sets out which outcomes from the Draft Haringey Transport Strategy they will help to deliver. In summary, the LIP programme will improve cycling and walking 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.

2. Member Introduction

2.1 Transport is central to the success and prosperity of our residents and local 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 draft Transport Strategy.

2.2 The transport programmes contained in the LIP target investment into Tottenham and Wood 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. This is especially beneficial for protected groups who are vulnerable road users, including older people, children and young people, disabled people and BAME communities.

2.3 Our monitoring information below shows that we are already meeting our LIP targets for walking and cycling but we want to do more in this area to support programmes for a healthier and cleaner borough. This is especially beneficial for protected groups who are vulnerable road users, including older people, children and young people, disabled people and BAME communities. Our Corporate Plan target is for the Council to be in top quartile for cycling and walking by 2018. We continue to face challenges in meeting our objective to reduce road user casualties and so we continue to target resources to this important objective.

Core Target	Performance	LIP Target		Corporate Plan Target
	2016/17	2016/17	2030/31	2018
Walking mode Share	36%	35%	39%	37%
Cycling mode share	3%	3%	5%	4%
Road Casualties	62	70	56	66

3. Recommendations

3.1 It is recommended that Cabinet approve the funding submission as set out in the appendix 1.

4. Reasons for decision

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

5. Alternative options considered

5.1 The Annual Spending Submission supports our approved LIP covering 2011 to 2031 and the priorities in the Corporate Plan and draft Transport Strategy. It is, therefore, not considered necessary to consider other options.

6. Background information

6.1 The LIP forms the basis for delivering Council’s transport projects and programme set out in the draft Haringey Transport Strategy. 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 2018/19. We are required by TfL to complete a proforma spreadsheet summarising our proposals. The deadline for the submission to TfL was 20 October 2017. We have submitted the ASS as a draft until we receive Cabinet approval.

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 2018/19 is as follows:

Corridors, Neighbourhoods and Supporting Measures	£2,224,000
Principal Road Maintenance	£429,000
Sub Total	£2,653,000
Total	£2,760,250*

* Includes the 25% reserve for PRM requested by TfL, see paragraph 6.7 below.

6.4 Unlike 2017/18, the allocation for Local Transport Funding is no longer available for the borough. TfL explain this as a central government budget cut consequence.

6.5 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.

6.6 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 2017. 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.

6.7 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 £536,250. 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 The Council submitted a separate bid for the TfL Liveable Neighbourhood Fund which replaces the Major Projects fund for 2018/19. The bidding process is outside the LIP and the Council submitted a bid to TfL for Crouch End Town Centre on 20 October 2017.

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

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 draft 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 2017/18 and anticipated in 2018/19 is as shown in the table.

	2017/18 LIP FUNDING		2018/19 LIP FUNDING	
	Without 25% Reserve for PRM	With 25% Reserve for PRM	Without 25% Reserve for PRM	With 25% Reserve for PRM
Corridors, Neighbourhoods and Supporting Measures	2,226,000	2,226,000	2,224,000	2,224,000
Principal Road Maintenance (PRM)	456,000	570,000	429,000	536,250
Total	2,682,000	2,796,000	2,653,000	2,760,250

- 8.4 There appears to be a potential shortfall of £36k in funding compared with the current year LIP funding.
- 8.5 However, the Spending Submission supports the approved LIP for 2011-2031 and the priorities in the Corporate Plan.
- 8.6 Funds will be held in the capital budget for the delivery of Council’s transport projects and programme

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 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.
- 8.9 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.

- 8.10 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.
- 8.11 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.

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 formed part of the statutory consultation process in 2010 which informed the development of the combined Local Implementation Plan (LIP) and 2011-2014 Haringey Transport Strategy, which is still relevant until the Mayor's new Transport Strategy is adopted and the Council is required by the Mayor of London to produce a new LIP.
- 8.16 The EqlA assessment for the 2011-14 combined LIP and Transport Strategy (see background papers) 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 continue to improve the health and wellbeing for particular groups who are known to currently face inequalities. Points 2.2 and 2.3 demonstrates that the Council is meeting its LIP targets and improving the experience of

vulnerable road users. Once the MTS is adopted we will be required to produce a delivery plan which will in part assess the performance of the LIP against the Council's policy objectives, including its EqIA, which will monitor protected groups who are vulnerable road users.

9. Use of Appendices

Appendix 1 - LIP Annual Spending Submission for 2018/19 and Delivering the Outcomes of the Draft Haringey Transport Strategy

Appendix 2 – Linkages between LIP and Corporate Plan

10. Background Papers

Haringey Local Implementation Plan EQIA, May 2010
(Relevant until to 2018 when the new MTS is adopted)

<http://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy>

11. Local Government (Access to Information) Act 1985

TfL Guidance on Local Implementation Plan Annual Spending Submission for 2018/19

Haringey Corporate Plan 2015 - 2018

Appendix 1

Appendix 1

LIP Annual Spending Submission for 2018/19 and Delivering the Outcomes of the Draft Haringey Transport Strategy

Programme/ Project	2018/19 £k	Reasoning	Delivering the Outcomes (see paragraph 1.9 above) of the Draft Haringey Transport Strategy
Corridors, Neighbourhoods and Supporting measures and Local Transport Funding			
Wightman Road/Green Lanes area	350	The current consultants study, expected to report in December 2017, is likely to identify a range of short, medium and long term projects and programmes. Some measures could be delivered in 2018/19 with next year's programme building on this. Support Council targets for reduction in road user casualties and modal share for cycling and walking.	Outcome 1, 2, 3 and 4
Traffic Calming and Management	200	Physical measures such as VAS to support compliance of 20mph speed limit	Outcome 1,2,3 and 4
Cycle training	100	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 2
Health and Wellbeing and Behaviour Change schemes	350	Active travel initiatives including school and workplace travel	Outcome 1, 2 , 3, 4

		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	
Walking and Road Safety	125	Hornsey Lane Bridge anti suicide measures. Three way funded between Islington, Haringey and TfL	Outcome 4
Cycling and Walking schemes	534	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	Outcome 1, 2 and 3
Local Safety Schemes	465	Schemes arising from the studies being carried out in since 2016; plus Park Road/The Broadway scheme. TfL has recently undertaken an analysis of road casualties which	Outcome 4

		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	
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	Outcome 3
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	Outcome 1 and 3
Haringey Community Transport	5	Transport provision for local community groups unable to access conventional transport	Outcome 1 and 3
Local safety schemes	25	Supports Council and Mayoral targets for road casualty reduction	Outcome 4
Sub Total	2,224,000		
Principal Road Maintenance			
Schemes to be identified based on condition surveys			
Sub Total	536,250	Total includes 25% uplift for potential reserve schemes	
Total	2,760,250		
Bridge Maintenance and Strengthening [provisional]			

programme]			
Station Road	900	strengthening; continuation 2017/18	from
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	We will enable growth by securing infrastructure including transport, broadband,	Cycling infrastructure in Tottenham area to support sustainable development

and employment from which everyone can benefit	schools and health services	
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.

