

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Local Safety Schemes: Road Casualty Reduction Target Areas
<b>Location:</b>	Boroughwide Sites
<b>Dates:</b>	2005-2011

**Description of Main Elements:**

Haringey's Road Safety Plan (included in the FINAL LIP) sets out the Councils Casualty Reduction Strategy, defining key objectives, targets and sites for the Local Safety Scheme programme. 16 sites with accident problems have been identified for local safety schemes.

Tables 5.2.1 and 5.2.2 (LIP Chapter 5.1 ) provide details of local safety schemes for 2005/6 and 2006/7.

Table 5.2.4 (LIP Chapter 5.1) shows the road safety scheme location programme for 2007/8 to 2010/11.

The schemes being proposed are set out in outline as future road collision patterns and number of casualties clearly cannot be predicted. The focus is on reducing casualties for the priority areas on the main road network in the deprived east of the Borough. Our Road Safety Plan shows a clear link between casualties and the level of deprivation. Other research findings support this link.

In order to meet revised casualty reduction targets set out in Road Safety Plan it is important that the level of activity in implementing schemes be maintained.

Future Local safety engineering schemes could include:

- New or revised traffic signs and road-markings
- Anti-skid and better surfacing
- Kerb re-alignment works
- Traffic control at junctions including mini-roundabouts or traffic signals
- Pedestrian crossings or refuges to provide pedestrians with a safe place to cross the road
- Traffic calming measures including speed cushions, raised tables and entry treatments
- Speed reactive traffic signs
- Parking restrictions
- Street lighting improvements

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	693	775	418	455	2341
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>693</b>	<b>775</b>	<b>418</b>	<b>455</b>	<b>2341</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners TfL			
Dependencies – Funding			
Risks – No Funding			
Delivering the Mayor's Transport Strategy in the borough:			
To achieve a reduction in numbers killed and seriously injured through: <ul style="list-style-type: none"> <li>• Implementation &amp; review of Road Safety Plan</li> <li>• Review of road safety around all primary and secondary schools</li> <li>• 20 mph zones</li> <li>• Better conditions for pedestrian and cyclists</li> </ul>	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	I. Improving Road Safety	1,2	4G Pr 7 4I Pr 2
	VI VII	12	4G Pr9
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
All Road based Modes			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Assessment of Pedestrian Collisions on non-TLRN network
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2007-2011

**Description of Main Elements:**

Analysis of Accident Statistics and formulation of remedial programme.

See below for proposed remedial measures for Non TLRN A-roads in the borough where accidents have been recorded. Full details of all 13 accident locations are contained within LIP Chapter 5.1.

Location	Scheme proposal	Funding requirement
The Roundway/ Gospatrick Road	Pedestrian crossing	100 (2007/8)
St Anns Road/Blackboy Lane	Guard railing; other safety measures	50 (2008/9)
<b>Total</b>		<b>150K</b>

The table below summarises possible accident prevention measures for B roads in the borough where accidents have been recorded: Full details of all 13 accident locations are contained within LIP Chapter 5.1. These schemes will be funded through the School Road Safety programme (See Form One: 003) or as stated below.

Location	Scheme Proposal	Funding requirement
Wolves Lane/White Hart Lane	Traffic calming measures	80 (funded by School Safety programme 2007/08)
Wightman Road	Traffic calming measures	120 (funded by local safety scheme 2006/07)
Langham Road	Entry treatment	30 (funded by School Safety programme 2007/08)
Hampden Road	Traffic calming measures	30 (funded by School Safety programme 2007/08)
Stoneleigh Road/Brook Street	Traffic calming measures	50 (funded by School Safety programme 2007/08)
Northumberland Park	Some safety works completed; further traffic calming measures	100 (funded from 20mph zone scheme)
<b>Total</b>		<b>410K</b>

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	0	0	560	560
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>560</b>	<b>560</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)	COMMENTS		
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners TfL Dependencies – Funding Risks – No Funding			
<b>Delivering the Mayor's Transport Strategy in the borough:</b>			
Improve road safety by reducing accident risk around schools by raising awareness of and educating in road safety and identifying safe crossing areas	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	I. Improving Road II – School road safety Safety	1 2	4G.7, 4G.9,
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
All Road based modes			Positive
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	School Road Safety Schemes
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2006-2011

**Description of Main Elements:**

Measures to reduce child pedestrian casualties on the journey to and from school.

There are 55 primary and 11 secondary schools in the Borough. A consultants study was undertaken focused on half of the schools in the Borough with the highest priority given to assessing road safety around schools in the east of the Borough. This focus was made to address issues of social inclusion and regeneration. The remainder of the borough's schools will be assessed in 2007/8. The study analysed child cyclist and pedestrian collisions over the 3 year period between August 2001 and July 2004. Details of this Borough-wide study are contained with LIP Chapter 5.2: Road Safety. The School Road Safety scheme programme for 2005/6 – 2010/11 is shown below:

Location	Cost				
	2005/6 [£k]	2006/7 [£k]	2007/8 [£k]	2008/9 [£k]	2009-11 [£k]
Wightman Road [funding from local safety scheme]		57			
Northumberland Park [funding from 20mph]		100 (funded 06/07 by 20mph scheme)			
Wolves Lane/White Hart Lane			80		
Langham Road			30		
Hampden Road			30		
Stoneleigh Road/ Brook Street			50		
West of the Borough study			20		
West of the Borough implementation				200	300
<b>Total funding required for School Road Safety schemes:</b>	<b>0</b>	<b>57</b>	<b>210</b>	<b>200</b>	<b>300</b>

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	157	210	200	467 +
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>0</b>	<b>57</b>	<b>210</b>	<b>200</b>	<b>467 +</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners TfL, Schools Dependencies – Funding Risks – No Funding, Industry Capacity			
Delivering the Mayor's Transport Strategy in the borough:			
Improve road safety by slowing traffic to reduce accident risk for all road users around schools. Reduce accident risk around schools by raising awareness of the road safety, identifying traffic calming engineering works to slow traffic and remove hazards of parked vehicles outside school gates	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	I. Improving Road Safety II – School Road Safety	1 & 2	4G.7, 4G.9,
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
All Road based modes			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/A)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	20mph Zones
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2005-11

**Description of Main Elements:**

Development and Implementation of 8 substantive 20mph zones throughout the Borough

The Council has implemented a large number of 20mph zones over the last 10 years or so. The focus of this work has been the east of the Borough to address the relatively high number of road collision casualties, reduction in social exclusion and to support regeneration initiatives. The Council submitted bids in BSP 2005/6 for 20mph schemes in West Green, Stroud Green and South Tottenham areas totalling £450,000 for 2005/6 with a commitment of £150,000 for 2006/7 for Stroud Green area. This bid was fully supported by TfL.

2006/7 BSP funding has been committed for the following areas:

Location	2006/7 [£k]	2007/8 [£k]
Stroud Green	150	100
West Green	150	
Northumberland Park	100	
<b>Total</b>	<b>400</b>	<b>100</b>

The programme for 2007/8 and 2008/9 support recently introduced controlled parking zone in Finsbury Park, address safety issues in the hilly Muswell Hill area and in St Ann's area to complement newly implemented area-wide scheme for South Tottenham and West Green as well as complementing the proposed town centre area based scheme. The programme for Tottenham Hale area would support plans to address the severance and safety issues for Tottenham gyratory. A masterplan for the Tottenham Hale area has been completed. The 20mph programme for this area would take into account this process and the measures to be developed.

Traffic calming and other measures are introduced to enable the 20mph speed limit to be as self enforcing as possible. These schemes will also seek to encourage walking and cycling.

The table overleaf shows the programme for 2007/8 to 2010/11. Reference numbers refer to the map of existing and proposes 20mph zone locations in Haringey.

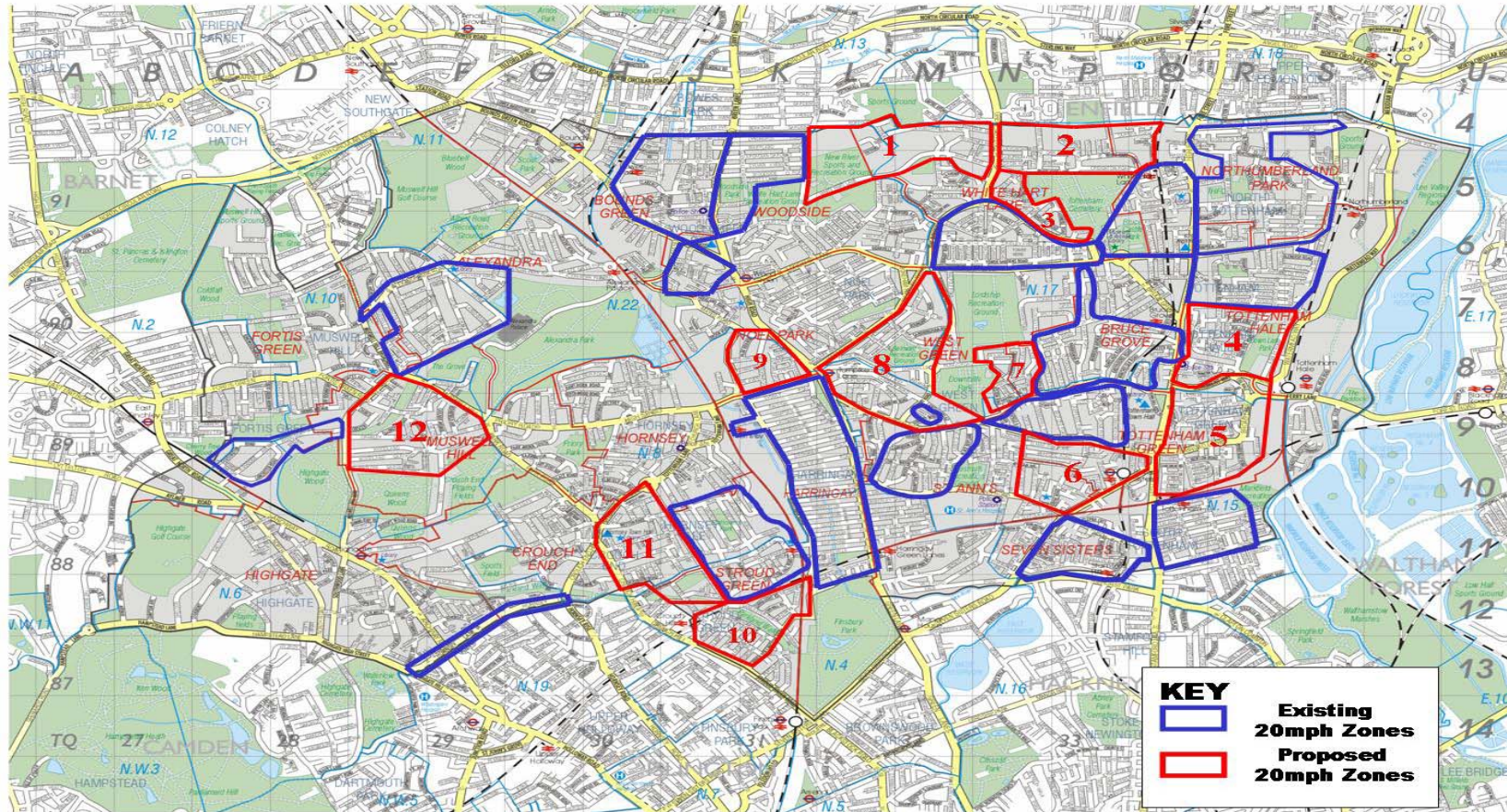
### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	450	400	860	510	2220
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>450</b>	<b>400</b>	<b>860</b>	<b>510</b>	<b>2220</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)	COMMENTS		
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

**Schemes/Programme for 2005/6 – 2010/11: Map location reference no. refers to location of map on following page..**

Location	Map location Ref No.	2005/6 [£k]	2006/7 [£k]	2007/8 [£k]	2008/9 [£k]	2009/ 10 [£k]	2010/ 11 [£k]
South Tottenham area		100					
West Green area		200	150				
Stroud Green area		150	150	100			
Northumberland Park			100				
Finsbury Park area	10			220			
Cranley Gardens, N10 area	12			360			
St Ann's Road area	6			180			
Tottenham Hale area Phase 1	4				180		
Tottenham Hale area Phase 2 north of Broad Lane	5				230		
Tottenham Hale area Phase 3 south of Broad Lane	5				100		
Downhills Park area Phase 1	7					175	
Downhills Park area Phase 2	8					260	
Noel Park area	9					235	
White Hart Lane area Phase 1	1						120
White Hart Lane area Phase 2	2						200
White Hart Lane area Phase 3	3						150
Crouch End area							250
Total		450	400	860	510	670	720

**LOCATION OF EXISTING AND PROPOSED 20 MPH ZONES IN HARINEGY. REFERENCE NUMBER OF PROPOSED CPZ REFERS TO LOCATION IN TABLE ABOVE.**



This map is based upon the Ordnance Survey 1:10,000 Map with the sanction of the controller of Her Majesty's Stationary Office

No unauthorised reproduction is allowed  
WARDS MAY 2002

0 250 500 750 Metres 1 Kilometre

**HARINGEY COUNCIL** © PLANNING AND ENVIRONMENTAL CONTROL SERVICE  
439 High Road, London, N17 8BD August 2002

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners TfL			
Dependencies – Funding			
Risks – No Funding, industry capacity			
<b>Delivering the Mayor’s Transport Strategy in the borough:</b>			
Improve road safety by slowing traffic to reduce accident risk for all road users, prioritising in residential areas and around schools	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	I. Improving Road Safety II – School road safety	1, 2	4G.7, 4G.9,
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
All Road based Modes			Positive
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Home Zones
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2005-09

**Description of Main Elements:**

Conversion of existing 20mph zone in Tower Gardens to Home Zone, Development and Implementation of further Home Zones.

We have completed a small home zone in Linden Road, N15 in the West Green area. We are currently implementing a much larger scheme in Tower Gardens estate in north Tottenham. This will initially be focused on a 20mph zone with areas within this planned to give priority to pedestrians over vehicle traffic. We have received BSP funding for 2005/6 of £350,000 with a commitment for 2006/7 for £100,000

Our work in developing possible future home zones will be based on a number of criteria [not in priority order]:

- 1 The level of road collision casualties particularly pedestrian and cyclist casualties
- 2 The volume and speed of traffic through a residential area
- 3 The level of deprivation within the residential area
- 4 The presence or otherwise of a regeneration area such as NDC, SRB or NRF
- 5 Whether there are existing physical measures to reduce traffic speed
- 6 The level of support from the local community
- 7 The extent to which the home zone would complement other initiatives e.g. improvements to public realm, town centre schemes, the Mayor's 100 public spaces

The assessment of potential future home zones would apply a weighting to these criteria to develop an objective evaluation of potential schemes. Home zones are expensive to implement and can cost £10,000 per metre length of standard carriageway/footway width. Future possible schemes will be evaluated for value for money against alternative measures such as a 20mph zone.

**Home Zones - Schemes/Programme for 2005/6 – 2010/11**

Location	2005/6 [£k]	2006/7 [£k]	2007/8 [£k]	2008/9 [£k]	2009-2011 [£k]
Tower Gardens	350	100			
Development programme			10	10	20
Home Zone Programme				400	800
<b>Total</b>	<b>350</b>	<b>100</b>	<b>10</b>	<b>410</b>	<b>820</b>

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	350	100	10	410	870
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>350</b>	<b>100</b>	<b>10</b>	<b>410</b>	<b>870</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)			
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners - TfL Dependencies – Funding Risks – No Funding			
Delivering the Mayor's Transport Strategy in the borough:			
Improve road safety and encourage walking	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	I,VI	1,12	4G. Pr9,10,11
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
Road-based modes			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			Positive, All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Bus Priority Implementation (busy bus routes + rest of borough bus network)
<b>Location:</b>	Boroughwide locations on bus network
<b>Dates:</b>	2007 – 2011

### Description of Main Elements:

Continued development and implementation of bus priority measures on the busy bus route network (Category 1b) and the remainder of the bus network (Category 2 a & 2b) in partnership with Transport for London (TfL).

The location of bus routes in Haringey which are most frequently affected by traffic congestion (hotspots), causing delays and unreliable journey times for passengers, are shown in table 5.3.3 (Chapter 5, section 5.317). From this data, the bus priority implementation programme for schemes commencing in 2007-2008 is as follows:

Scheme name/ Location	Scheme description	Estimated costs	
		2007/08	2008/09
Turnpike Lane	Install CCTV & rationalise waiting & loading restriction	45	0
Ferne Park Rd	Review and implement waiting & loading proposals, footway parking & speed reducing measures.	100	0
West Green Road Contra Flow Bus Lane	Carry out study to introduce contra-flow bus lane on West Green Rd, modify junction layout & signal control & link signals	40	260
Lansdowne Road	Widen C/w & modify Waiting & loading	35	0
The Roundway	Intro Pre signal to operate at junction with Risley Av & link with Lordship Lane	15	25
Brownlow Road	Study to improve bus priority, related to CRISP study	15	0
Wood Green High Rd s/b bus lane extension	Extend southbound bus lane operating hrs to include 4-7pm	15	0
Wood Green High Rd n/b bus lane extension	Extend bus lane and bring signage & lining to enforceable standard	30	0
Green Lanes	Implement Monday to Friday southbound bus lane approaching Manor House junction	55	0
Highgate High Street	Review & implement waiting & loading proposals	30	0
Crouch End Broadway	Review along Broadway to rationalise waiting & loading	30	0
Hornsey High Street	Review & implement waiting & loading proposals	30	0
Wood Green High Rd Junction improvement	Redesign junction for holistic solution to reduce delays for several bus routes approaching this signalised junction	50	50

Details of all scheme proposals identified to date are shown in Table 5.3.5 (Chapter 5: Lip Proposals: Bus Priority)

Haringey Council will continue to work in partnership with TfL's Bus Priority Unit, London Buses, designated consultants and other stakeholders to introduce all types of bus priority measures with associated enforcement, to facilitate the operation of fast and reliable bus services on all bus routes across the borough.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	478	371	490	335	1674
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>478</b>	<b>371</b>	<b>490</b>	<b>335</b>	<b>1674</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)	COMMENTS		
TFL OUTSIDE BSP	TBC	TBC	Flagship route funding		
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	N/K	N/K	Section 106 contributions		

<b>Key Delivery Partners, Dependencies and Risks:</b>			
<p>Transport for London is the key delivery partner. Specifically TfL Bus Priority Unit (BPU), Network Assurance and London Buses infrastructure &amp; operations.</p> <p>Dependencies &amp; Risks: All bus priority schemes are dependent on the continuity of funding from TfL and support from Councillors, local residents and business through the consultation process.</p>			
<b>Delivering the Mayor's Transport Strategy in the borough:</b>			
<p>Delivering bus priority measures to improve bus route journey time and reliability to encourage modal shift and provide an improved bus service to those with no access to a car.</p> <p>Improved service reliability and operation through measures to improve bus movement on the public highway.</p> <p>Make bus services more attractive travel options for journeys through Haringey</p> <p>Proposals to improve the reliability and journey time of bus journeys on busy routes and A roads will contribute to reducing traffic growth and relieving traffic congestion. Improved bus services also promoting economic prosperity through regeneration by improving access for local employment opportunities for all, especially for the less mobile and socially excluded members of the community as identified by the MTS equality and inclusion targets groups.</p>	<b>Priority Area</b>	<b>Target Number</b>	<b>MTS Proposal/ Policy number (Appendix C)</b>
	Area 2 – Improving bus journey times	3 & 4	4F.2 4F.3
	Area 3 – reducing traffic congestion	6 & 7	4F.6 4F.7
	Area 5 – Improving accessibility	10	4F.8
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
Buses and bus passengers			Positive
Pedestrians			Positive
Other motorised road traffic			Neutral
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Neutral
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify): All groups and especially low income and elderly residents			Positive

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Archway Road Bridge Anti-suicide measures
<b>Location:</b>	Hornsey Lane
<b>Dates:</b>	2005-08

**Description of Main Elements:**

Design and implementation of measures to deter suicide attempts from Archway Road bridge which cause distress and disruption to traffic, particularly bus services.

The scheme seeks to introduce anti-suicide measures on Archway Road bridge on Hornsey Lane. The relationship to reducing traffic congestion is from the impact of actual and potential suicides on traffic flows on the Archway Road beneath the bridge, part of the TLRN. Any disruption can have a significant impact on the high traffic flows including the six bus routes operating on Archway Road and the single bus route operating on Hornsey Lane. The benefits of the scheme are likely to be significant as, nationally, some 25% of all suicides from high structures occur from this bridge. The measures are aimed at preventing this high toll. Other benefits not related to transport are clearly a reduction in resources needed by emergency services to deal with personal tragedies as well as reduced trauma for the general public witnessing suicides.

Archway Road bridge is a grade II listed bridge. Work is currently ongoing to implement strengthening and waterproofing works to the bridge which completed in 2005/6. The Council is leading a partnership of local interest groups and organisations to devise, design, test, commission and install an effective "fall-arrest" system to prevent further deaths including accidental falls from the bridge. Some measures are in place to prevent suicide attempts but these are not sufficiently effective to prevent the bridge being a magnet for suicides. As the bridge is a listed structure the scope for adding physical works is limited. A scale model of the bridge is to be prepared in 2005/6. Modelling work to further develop the scheme is being carried out. Funding has been provided by TfL Bus Priority in recognition of the benefits of reducing actual or threatened suicide from the bridge onto the busy Archway Road bridge below which carries high bus flows. The scheme would be implemented in 2006/7 and 2007/8. Funding of £331,000 is required for the implementation works.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	69	159	168	4	400
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
TOTAL FUNDING REQUIRED	69	159	168	4	400
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners London Buses			
Dependencies – Funding			
Risks – No Funding, Design difficulties.			
Delivering the Mayor’s Transport Strategy in the borough:			
Improved service reliability and operation through measures to improve bus movement on the public highway.	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	II. Improving bus journey times III. Relieving Traffic Congestion	-	4G Pr20
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
All Road Based Modes (especially bus services)			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/A)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Neutral
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Measures to relieve Congestion Bottlenecks
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2005-08

### Description of Main Elements:

Congestion hotspots on the highway network have been identified through consultation with TfL, TOCU and local bus operators. A programme of measures to relieve these congestion bottlenecks has been devised taking into account those locations with the greatest need and the road hierarchy. Each of the schemes identified has been grouped in terms of network hierarchy as follows:

- Borough Principal Road Network ( Busy bus routes & A roads)
- Local distributor roads
- Remaining Borough road network

### Scheme Priority

Routes of a strategic significance are identified as top priority therefore congestion problems on the Busy Bus Route network have been assigned first priority. The second priority has been assigned to those congestion problems located on the Borough Principal Road Network (BPRN) which essentially consists of the 'A' roads within the Borough. Third priority has been assigned to those schemes located on the Local Distributor Network. The lowest priority level has been assigned to any potential schemes located on the remainder of the Borough road network, although it should be noted that no schemes were identified on this part of the network. Table 5.4.4 Congestion Bottlenecks Scheme Identification

A list of the proposed schemes with cost estimates and an implementation programme based on the priority ranking is listed in Table 5.4.5. (LIP: Chapter 5: Reducing Congestion). The table also identifies the relevance of each scheme to the Mayor's Transport Strategy policies, priorities and targets. A summary of the 2006/7 – 09/10 scheme proposals to relieve congestion hotspots are listed below:

Scheme Ref.	Road Name	Location	Proposal	Est. Scheme Cost (£000s)
7-10	Muswell Hill Broadway	From Muswell Hill to Muswell Road	Waiting and Loading review.	25
7-6	Lordship Lane	From Redvers Road to Westbury Avenue	Examine Scope for introducing loading bays 2) Extend eastbound bus lane on Lordship Lane (approach to Boreham). 3) Retiming of traffic signals.	125
7-11	High Road, Tottenham	From Lordship Lane to Brantwood Road	1) Implement bus lane CCTV enforcement. 2) Review signal phases of the three junctions.	80
7-12	High Road, Tottenham	Lansdowne Road to Bruce Grove	1) Examine Scope for introducing loading bays 2) Retiming of traffic signals.	75
7-17	Stroud Green Road	Entire length	Waiting and Loading review.	50
7-1	Green Lanes	From Turnpike Lane to Manor House Station	1) Waiting and loading review. 2) Add additional loading bays on Green Lanes. 3) Signal timing modification at Sainsbury's.	125
7-7	Turnpike Lane	Entire length	Waiting and Loading review.	80
7-13	West Green Road	Entire Length	Waiting and Loading review.	25
7-9	Colney Hatch Lane	Borough Boundary to Muswell Road	Waiting and Loading review.	20

125

80

25

20

### FUNDING REQUIRED TO DELIVER PROPOSAL

<b>TOTAL FUNDING TABLE (£K)</b>		<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>	<b>Total (£K)</b>
FUNDING REQUIRED FROM BSP		0	0	0	595	595
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)		0	0	0	0	0
TOTAL FUNDING REQUIRED		0	0	0	595	595
<b>OTHER FUNDING SOURCES</b>	<b>AMOUNT (£k)</b>	<b>STATUS</b> (Requested, Approved)		<b>COMMENTS</b>		
TFL OUTSIDE BSP	0					
BOROUGH RESOURCES	0					
PARTNERS (please specify)	0					
OTHER (please specify)	0					

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners TfL			
Dependencies – Funding			
Risks – No Funding			
Delivering the Mayor’s Transport Strategy in the borough:			
Relieving traffic congestion bottlenecks	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	III. Relieving Traffic Congestion		4G.Pr12,14,18-20,24 4H.Pr3, 4K.Pr3,4Pr4.
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
All Road Based Modes			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Neutral
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Community Transport
<b>Location:</b>	Borough wide
<b>Dates:</b>	2006-2011

**Description of Main Elements:**

The Council recognises the need to establish a user-led community transport service to meet currently unmet door to door transport needs.

The Council is in discussion with Hackney Community Transport (HCT) with a view to commissioning HCT to develop a proposal for setting up an accessible community transport project for Haringey, part funded through the Neighbourhood Renewal Fund programme.

The cost of setting up a Community Transport scheme is estimated at £100,000 per annum. If this level of funding were provided this would provide the Borough with the opportunity to source known charitable funding of approximately £200,000 to contribute to the implementation of measures identified in the Haringey Community Transport action plan, see Table 5.6.2 (LIP Chapter 5.6: Accessibility) for the provision of an increase in Door to Door transport services within the borough.

**Consultation on Accessibility Issues**

The Council has set up a Mobility Forum and holds regular meetings with Council officers and representatives from elderly and disabled groups. The annual general meeting was held in February 2006. The Forum has considered issues relating to the highway network, access to rail stations and on Dial-a-Ride performance.

Issues from the Mobility Forum are raised at the quarterly Public Transport Liaison meetings. Information on the activities of the forum is distributed through the Forum's constitute groups, through Council publicity and the annual general meeting.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	50	100	100	250
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	200	200	200	600
<b>TOTAL FUNDING REQUIRED</b>	<b>0</b>	<b>250</b>	<b>300</b>	<b>300</b>	<b>850</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)					
OTHER (please specify)	600	To be requested		Charitable Funding	

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners TfL , London CT Sector , Haringey Mobility Forum			
Dependencies – Funding			
Risks – No Funding			
<b>Delivering the Mayor’s Transport Strategy in the borough:</b>			
	<b>Priority Area</b>	<b>Target Number</b>	<b>MTS Proposal/ Policy number (Appendix C)</b>
	V. Improving Accessibility and social inclusion.	10	3.Pr1, 4D.Pr3,6 4E.Pr9. 4EPr13, 4FPr11,4N.Pr5, 4O.Pr1-14, 4P.Pr5
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
Accessible Transport			Positive
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Neutral
Encouraging sustainable means for travel:			Neutral
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality & Inclusion Target Group (please specify):			Elderly and Disabled People

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Access to Rail Stations
<b>Location:</b>	Stations borough wide
<b>Dates:</b>	2006-9

### Description of Main Elements:

Schemes to improve safety and personal security for pedestrians and cyclist accessing rail stations. Improve interchange access between rail stations, including pedestrian links to local bus and cycling facilities, enhance safety and security measures on all approaches to stations.

Haringey's 11 national rail stations are Alexandra Palace (rail), Bowes Park (rail), Bruce Grove (rail) Harringay (rail), Harringay Green Lanes (rail), Hornsey (rail), Northumberland Park (rail) , Seven Sisters (rail and underground), South Tottenham (rail) , Tottenham Hale (rail and underground), White Hart Lane (rail).

Work has been undertaken to develop a programme of schemes to improve access to rail stations. Station access audits have been undertaken for each of the borough's 11 national rail stations. These audits cover all approaches to the stations, public transport accessibility, parking provision, lighting quality, CCTV coverage, site and approach constraints and cycling accessibility and provision. Interviews were carried out with randomly selected passengers at each station for their perception of station accessibility. Details of the station audits are summarised in Tables 5.6.3 to 5.6.13 (LIP Chapter 5.6).

The table below summaries the type of improvement measures and funding for 2007-2011:

#### Summary Programme for Access to Rail Stations

Improvement	2007/8	2008/9	2009-2011
	£k	£k	£k (Indicative per annum)
Street lighting	400		
CCTV		300	
Cycle lanes			100
Cycle parking		20	
Bus access			50
Pedestrian access			50
Taxi rank			50
Signage	25		
<b>Total</b>	<b>425</b>	<b>320</b>	<b>250</b>

In 2006/07, the Council submitted stage one proposals for a £220K station accessibility scheme for South Tottenham Station through the TfL Area based programme funding process. The scheme components include lighting improvements and the installation of CCTV on the approaches to South Tottenham Station. Allocation of cycle parking directly outside the station, relocation of pedestrian crossing facilities to provide easier access for pedestrians and improved information provision and signage between the South Tottenham and Seven Sisters Station interchange.

These scheme components were identified through an audit of existing accessibility, safety and personal security measures at South Tottenham Station.

The North London Transport Forum [NLTF] has been allocated TfL funding for station access scheme development from 2006/7 to 2008/9. The priorities for 2006/7 and 2007/8 for North London, based on work by consultants for an interchange strategy and programme are: Wood Green, Alexandra Palace, Seven Sisters/South Tottenham, New Southgate, Enfield Town and Blackhorse Road. Full details are provided in LB Enfield's LIP as lead borough for NLTF.

The station access audit process and subsequent submission of station access schemes through the TfL Area Based programme is supported by the North Orbital Rail Partnership (NORP)

<b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>					
<b>TOTAL FUNDING TABLE (£K)</b>	<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>	<b>Total (£K)</b>
FUNDING REQUIRED FROM BSP	0	40	425	320	785
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0		0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>0</b>	<b>40</b>	<b>425</b>	<b>320</b>	<b>785</b>
<b>OTHER FUNDING SOURCES</b>	<b>AMOUNT (£k)</b>	<b>STATUS (Requested, Approved)</b>		<b>COMMENTS</b>	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners TfL , LUL, Train Operating Companies			
Dependencies – Funding			
Risks – No Funding			
<b>Delivering the Mayor's Transport Strategy in the borough:</b>			
<b>The scheme promotes accessibility to the transport network:</b>	<b>Priority Area</b>	<b>Target Number</b>	<b>MTS Proposal/ Policy number (Appendix C)</b>
Improving road safety		10	
Improving the street environment around interchanges and the conditions for pedestrians	1	12	4I.Pr2 VI
Improve accessibility and social inclusion on the transport network	5	7	4I.Pr3 VI
Improve integration, encourage modal shift and reduce fear of crime	6	14	4G.Pr7 I
<b>Modal Impact</b> <b>(Please list the Modes affected)</b>			<b>Impact</b> <b>(Positive, Negative, Neutral)</b>
Rail			All Positive
Pedestrians			
Cyclists			
Rail users			
Bus users			
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> <b>(Positive, Negative, Neutral, N/AI)</b>
<b>Promoting safety &amp; perception of safety for all travel modes:</b>			Positive
<b>Encouraging sustainable means for travel:</b>			Positive
<b>Balanced road space allocation:</b>			Neutral
<b>Requirements for sustainable developments:</b>			Positive
<b>Equality &amp; Inclusion Target Group (please specify):</b>			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Bus Stop Accessibility
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2005-09

### Description of Main Elements:

Continuation of borough wide bus stop accessibility programme to improve passenger accessibility for entering and exiting buses at bus stops. Programme includes modification works for kerbs and footways for the effective use of low floor buses.

The overall aim of the programme is to make all bus stops in the borough as fully accessible as practically possible.

There are three main categories of bus stop accessibility improvement:

- Bus to stop improvements, such as bus stop cage/clearway road markings, coloured surfacing and parking controls on approaches/ exits. Including 24 hour clearways at all bus stops.
- Passenger to bus improvements, such as increased kerb heights to assist ramp deployment and provide reduced height. Drainage/gully remedial works to remove areas of standing water (ponding) at bus stops
- Passenger to stop/bus stop environment improvements, such as removal of unnecessary street clutter, lightening improvements, adequate shelter and up to date timetable information and the provision of litterbins.

The Borough will continue to work with London Buses to provide new aluminium bus stop poles and flags, new passenger shelters, include heritage type shelters where appropriate, and the installation of real time 'countdown' passenger information equipment at all key bus stop interchanges across the borough.

Robust enforcement of bus stop clearways is required to deter obstacles such as illegally parked vehicles from blocking bus access into the stop and creating delays to bus services.

The borough will consider opportunities to deliver bus stop accessibility improvements in conjunction with the Council's Principal Road Maintenance programme, which has been commended by the LBPN for the efficiency and cosy effectiveness of this deliver programme.

There are 425 stops in Haringey. 26 bus stops were treated during 2005/06 and a further 74 will be treated in 2006/07 and a similar number year on year thereafter, funding permitting. The priority criteria for identifying bus stop accessibility scheme is detailed in LIP chapter 5.6: Bus Stop Accessibility.

It is estimated that 60% of bus stops in the Borough do not meet accessibility requirements. TfL have provided guidance that the average cost for developing bus accessibility works is £7,000. Funding will be required beyond the scope of this LIP to ensure all the boroughs 425 bus stops are fully accessible with associated bus stop environment improvements. An indicative level of funding of £252,000 per annum is assumed for 2009/10–10/11.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	87	266	305	224	882
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>87</b>	<b>266</b>	<b>305</b>	<b>224</b>	<b>882</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)			
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners Transport For London. Specifically TfL Bus Priority Unit (BPU) and TfL London Buses infrastructure & operations.			
Dependencies & Risks: All Bus Stop Accessibility schemes are dependent on the continuity of funding and cooperation from local residents and business in the immediate vicinity if each bus stop			
<b>Delivering the Mayor's Transport Strategy in the borough:</b>			
<p>Improving accessibility for disabled, elderly, adults with small children and the social inclusion on the transport network.</p> <p>Programme will contribute towards making bus services more accessible.</p> <p>Improved personal safety for women and vulnerable users</p> <p><b>Improve bus journey time and service reliability through measures to improve bus movement in and out of bus stops</b></p>	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	Area 5 – Improving accessibility	10	4F.Pr11 4O.1 4F.7
	Area 2 – Improving bus journey times		4F.11
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
Buses and bus passengers			Positive
Pedestrians			Positive
Other motorised road traffic			Neutral
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
<b>Promoting safety &amp; perception of safety for all travel modes:</b>			Positive
<b>Encouraging sustainable means for travel:</b>			Positive
<b>Balanced road space allocation:</b>			Neutral
<b>Requirements for sustainable developments:</b>			Neutral
<b>Equality &amp; Inclusion Target Group (please specify):</b>			Elderly & Disabled People

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Junction Pedestrian Improvements
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2007-11

**Description of Main Elements:**

Development and implementation of a programme of pedestrian facility improvements for the 34 existing traffic signal controlled junctions.

An audit exercise was used to establish the signalised junctions where the priority for pedestrian facility improvements is highest. The criteria and details of the audit exercise are explained in LIP Chapter 5.7.

The programme for pedestrian facility improvements at 34 signalised junctions is listed by priority in Table 5.7.4 (LIP Chapter 5.7: Walking). An indicative timescale for design and implementation is also included for each junction with an implementation frequency of 10 junction improvements implemented per year, with a timescale for completion of all 34 junction improvement in 2010/11. This will require funding to be maintained for the duration of this implementation programme

This scheme supports the aims and actions identified within Haringey's walking plan, for delivering the objectives of the Mayor's Walking Plan for London for increasing walking and improving the environment for walking in general.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	0	282	282	564
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>0</b>	<b>0</b>	<b>282</b>	<b>282</b>	<b>564</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners - TfL Dependencies – Funding Risks – No Funding			
<b>Delivering the Mayor’s Transport Strategy in the borough:</b>			
<b>The scheme promotes walking by:</b> Improving road safety Improving the street environment and the conditions for pedestrians	<b>Priority Area</b>	<b>Target Number</b>	<b>MTS Proposal/ Policy number (Appendix C)</b>
	VI Encouraging Walking	7,12	4L.Pr8
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
Walking			Positive
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Pedestrian crossing & refuge programme of improvements
<b>Location:</b>	Borough wide
<b>Dates:</b>	2007-11

**Description of Main Elements:**

The Council proposes to undertake an audit of existing pedestrian refuge locations and uncontrolled pedestrian crossing junctions to identify a programme of crossing improvements to facilitate pedestrian safety and accessibility and improve pedestrian priority. The aim is to deliver a programme of safe crossing points to improve pedestrian safety and facilitate accessible crossing points on principal and local distributor roads.

The pedestrian refuges will be located in suitable sections of the road which improve accessibility to local public transport service, particularly access to bus stops and transport interchanges.

An indicative timescale for design and implementation will commence in 2007 and this will require funding to be maintained for the duration of this implementation programme through to 2011.

Create safe crossing points between popular walking destinations significantly reducing the time need to cross the road safely.

In addition to the continuation of the programme of safe crossing points on principal and local distributor roads, additional pedestrian refuge requirements will be identified through pedestrian accident statistics in the Road Safety Plan and the identification of engineering infrastructure requirements through School and Work Place Travel Plans.

This scheme supports the aims and actions identified within Haringey's walking plan and delivers the objectives of the Mayor's Walking Plan for London for increasing walking and improving accessibility for pedestrians. Community Street Audits will also identify roads and developments where access through the installation of pedestrian refuges is required to facilitate safe and accessible crossing points.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	25	50	50	125
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>50</b>	<b>125</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)	COMMENTS		
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners - TfL. Council's road safety and traffic management engineers. Living Streets (Pedestrian Association). School Travel Plans will also identify engineering works requiring pedestrian refuges along principal and local distributor roads			
Dependencies – Funding & TFL Network Insurance signals work programme delivery			
Risks – No Funding			
<b>Delivering the Mayor's Transport Strategy in the borough:</b>			
<b>The scheme promotes walking by:</b>	<b>Priority Area</b>	<b>Target Number</b>	<b>MTS Proposal/ Policy number (Appendix C)</b>
Improving road safety		10	
Improving the street environment and the conditions for pedestrians	1	12	4I.Pr2 VI
Improve accessibility and social inclusion on the transport network	5	7	4I.Pr3 VI
Improve integration, encourage modal shift, encourage use of street space and reduce fear of crime	6	14	4G.Pr7 I
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
Pedestrians			Positive
Bus travel			Positive
Motor vehicles			Neutral
Cycling			Neutral
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
<b>Promoting safety &amp; perception of safety for all travel modes:</b>			Positive
<b>Encouraging sustainable means for travel:</b>			Positive
<b>Balanced road space allocation:</b>			Positive
<b>Requirements for sustainable developments:</b>			Positive
<b>Equality &amp; Inclusion Target Group (please specify):</b>			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Pedestrian Complementary Measures
<b>Location:</b>	Borough wide
<b>Dates:</b>	2006-09

**Description of Main Elements:**

Mitigation Measures to complement Traffic Signal Improvement including improvements to pedestrian crossing phase facilities and associated kerb works /footway surface improvements.

Signage and infrastructure improvements for pedestrian routes:

Programme of signage and infrastructure improvements to the walking environment for pedestrian routes across the borough which link residential and employment areas with both transport connections and local amenities such as shops, social, recreational & leisure facilities.

The specification for improvements will be identified through an audit of the routes existing infrastructure to highlight defects and obstacles to walking that route.

Improvements will include new signage showing distance to destination and the approximate duration for the journey on foot. The replacing of missing or defected signage, rapid graffiti removal and illegal dumping issues will be addressed.

Community safety measures will be implemented such as improving street lighting and the removal of unnecessary street clutter and overgrown vegetation which could provide physical and visual barriers to pedestrians.

These pedestrian complementary measures address the actions identified within Haringey's Walking Strategy and emphasis the requirement for community street audits (see Form One: 046), which are an important tool for reviewing the existing walking infrastructure for pedestrians and for identifying a range of improvements for the pedestrian environment across the borough.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	25	50	50	125
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>50</b>	<b>125</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners - TfL			
Dependencies – Funding			
Risks – No Funding			
Delivering the Mayor’s Transport Strategy in the borough:			
The scheme promotes walking by:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
Improving road safety		10	4I.Pr2 VI
Improving the street environment and the conditions for pedestrians	1	12	4I.Pr3 VI
Improve accessibility and social inclusion on the transport network	5	7	4I. Pr 8
Improve integration, encourage modal shift, encourage use of street space and reduce fear of crime	6	14	4G.Pr7 I
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
Walking			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	LCN Plus and Local Cycle Network
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2005/06 – 2008/09

**Description of Main Elements:**

Continuing development of LCN Plus network and complementary local cycle network schemes.

LCN+ is programmed to be substantially complete by 2009/10. Details of all scheme proposals from 2005/06 through to 2009/10 are described in Tables 5.8.1 to 5.8.4, LIP Chapter 5.8.

The development of schemes for the LCN plus is informed by the CRISP [Cycle Route Implementation and Stakeholder Plan] process. The programme for CRISP studies are scheduled to be complete by 2006/7.

Total funding required for scheme proposals from 2006/07 through to 2009/10 is shown in the table below.

<i>Cycling schemes</i>	FUNDING REQUIRED			
	2005/06	2006/07	2007/08	2008/09
<b>LCN+</b>	847	630	610	730
<b>Local cycle routes</b>				
<b>CRISP STUDIES</b>				

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	664	590	610	730	2594
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)					
<b>TOTAL FUNDING REQUIRED</b>	<b>664</b>	<b>590</b>	<b>610</b>	<b>730</b>	<b>2594</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners - TfL CCE			
Dependencies – Funding			
Risks – No Funding			
Delivering the Mayor’s Transport Strategy in the borough:			
The completion of the LCN network supports the Mayor’s Transport Strategy.	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	VII. Encourage Cycling	13	4J.Pr4
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
Cycling			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Local Cycle Network
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2006-09

**Description of Main Elements:**

Development of Local Cycle Network complementary to LCN Plus and CRISP Routes

The development of local cycle network schemes has been prioritised according to the number of cycling accidents. An analysis of the accident data identified six areas for actions to reduce cycle accidents. These are detailed in the table below

**Cycle Accident Remedial Measures**

Location	Proposed Measures
Hornsey Lane	<i>Extend waiting restrictions to remove pinch points</i>
Crouch End town centre	<i>Provide southbound cycle lane on Crouch End Hill; review waiting and loading restrictions; provide ASLs at each signalised junction</i>
Green Lanes town centre	<i>Proposals as part of Link 83 CRISP</i>
Wood Green High Road south of Wood Green station	<i>Proposals as part of Link 83 CRISP</i>
Bounds Green Road	<i>Northbound and southbound cycle lanes as part of local safety scheme being implemented in 2006/7</i>
Wood Green High Road north of Wood Green station	<i>To be part of Link 78 CRISP; possible northbound and southbound cycle lanes</i>

The development of the local cycle network is focused on the Borough's town centres and other attractors such as rail stations, leisure facilities and health centres. The area based schemes for town centres provides the focus for improved access by cycle.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	160	40	50	100	350
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>160</b>	<b>40</b>	<b>50</b>	<b>100</b>	<b>350</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)	COMMENTS		
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners - TfL, Haringey Cycling Campaign			
Dependencies – Funding			
Risks – No Funding			
<b>Delivering the Mayor’s Transport Strategy in the borough:</b>			
Provision of improved cycling infrastructure to encourage greater up take of cycling and provide improved priority and safety of cyclists on the road network.	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	VII. Encourage Cycling	13	4J.Pr4 4J.Pr5 4J.Pr6
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
Cycling			Positive
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Cycle Parking
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2005-2011

**Description of Main Elements:**

Identification of sites for cycle parking and installation of secure facilities.

A programme of implementing cycle parking has been maintained since 2003/4. The focus has been mainly on cycle parking at key destinations such as shopping centres and leisure facilities. We are looking to provide and enhance cycle parking at rail stations as part of the programme to improve integration and accessibility to the public transport network. In addition we have implemented secure cycle parking on housing estates to support more cycle ownership and usage.

Further cycle parking for estates and on the public highway is required. Input has been received from the local cycling group on preferred locations for cycle parking.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	20	5	25	30	80
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
TOTAL FUNDING REQUIRED	20	5	25	30	80
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)	COMMENTS		
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners - TfL, Haringey Cycling Campaign			
Dependencies – Funding			
Risks – No Funding			
Delivering the Mayor's Transport Strategy in the borough:			
The provision of cycle parking supports the Mayor's transport Strategy by encouraging more people to combine cycling into their daily journeys	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	VII Encourage Cycling	13	4J.Pr7
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
Cycling			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/A)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Installation of cycling advanced stop lines
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2005-2011

**Description of Main Elements:**

The Borough will insist on the inclusion of Advanced Stop Lines (ASL's) at all junction schemes where possible, to ensure that cyclist are adequately provided for. CRISP studies undertaken under the LCN+ cycle links has proposed ASL. The ASL programme between 2007-2011 is included below.

ASL Proposed Location	Cost	Proposed Year
Highgate Hill J/W Cholmeley Park	£7K	<b>2007/8</b>  <b>£35k</b>
Highgate High Street J/W South Grove Road	£8k	
Archway Road J/W Cholmeley Crescent	£8k	
Onslow Gardens j/w Muswell Hill Road	£6k	
Fortis Green J/W Tetherdown Road	£6k	<b>2008/9</b>  <b>£47k</b>
Princes Avenue J/W Muswell Hill Broadway	£10 k	
Colney Hatch Lane J/W Alexandra Park Road	£10k	
Muswell Hill J/W Park Road	£11K	
Park Road J/W Crouch End Broadway	£8k	
Crouch Hill J/W Upper Tollington Park	£8K	<b>2009/10</b>  <b>£50K</b>
High Road Tottenham J/W Bruce Grove	£14k	
High Road Tottenham J/W Lordship Lane	£14	
High Road Tottenham J/W St Ann's Road	£8k	
High Road Tottenham J/W Park Lane	£8k	
High Road Tottenham J/W Northumberland Park	£6k	
High Road Tottenham J/W Brentwood Road	£8k	<b>2010/11</b>  <b>£64</b>
High Road Tottenham J/W White Hart Lane		
Langham Road J/W West Green Road	£8k	
Fraytt Road J/W White Hart Lane	£8k	
White Hart Lane J/W Great Cambridge Road	£10	
Winkfield Road J/W Lordship Lane	£8	
Nightingale Road	£8	
White Hart Lane	£8	
<b>Total</b>		<b>£196K</b>

<b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>					
<b>TOTAL FUNDING TABLE (£K)</b>	<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>	<b>Total (£K)</b>
FUNDING REQUIRED FROM BSP	0	0	35	47	82
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)			0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>47</b>	<b>82</b>
<b>OTHER FUNDING SOURCES</b>	<b>AMOUNT (£k)</b>	<b>STATUS (Requested, Approved)</b>		<b>COMMENTS</b>	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners - TfL, Haringey Cycling Campaign			
Dependencies – Funding			
Risks – No Funding			
Delivering the Mayor's Transport Strategy in the borough:			
	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	VII Encourage Cycling	13	4J.Pr7
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
Cycling			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/A)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Cycle Training
<b>Location:</b>	N/A
<b>Dates:</b>	2005-11

**Description of Main Elements:**

Training for adult and school age new cyclists, improving confidence and ability of cyclists to ride in traffic.

Haringey Council has supported a high quality cycle training programme since 2003/4 covering school training and individual training. Surveys of individuals following training have shown more cycling being undertaken and greater confidence in cycling on all roads.

The Council wish to maintain and enhance our cycle training programmes for school pupil training which is linked to our work on School Travel Plans and for adult cycle training.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	80	60	80	80	300
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>80</b>	<b>60</b>	<b>80</b>	<b>80</b>	<b>300</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners - TfL, Haringey Cycling Campaign			
Dependencies – Funding			
Risks – No Funding, lack of trainers			
Delivering the Mayor's Transport Strategy in the borough:			
	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	VII Encourage Cycling	13	4J.Pr7
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
Cycling			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/A)
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Non Principal Roads & Footway maintenance
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2005-11

**Description of Main Elements:**

Maintaining local roads and footway to a good standard.

The Council agreed an investment programme in borough roads of £1m each year for between 2004/5 to 2006/7. This is to enable us to improve our performance on CPA performance indicators on road condition. In 2005/6, £1.235m was invested in non-principal classified roads. Despite this investment the annual road condition survey of Classified Roads in need of repair has deteriorated from 15% [2003/4] to 19% [2004/5]. However, concern has been expressed on the methodology and accuracy of the electronic surveying equipment used in determining this performance indicator. Consequently, the Audit Commission has withdrawn this indicator from the CPA service framework assessment for 2006/7. Nevertheless, in order to address those classified roads which are in need of urgent repair and improve overall performance, £593,000 will be invested in 2006/7.

Regarding the unclassified roads survey results have demonstrated that the performance continues to be good with a projected 14% in need of repair. Our planned investment of £282,000 in 2006/7 will maintain in the short term the current levels of performance although there is a concern that in the longer term performance will deteriorate.

In relation to footway condition, the projected performance is 35% in need of repair, just above the CPA lower threshold. £375,000 was spend of footway improvement in 2005/6. It is expected that this order of investment will be maintained until 2008/9.

The funding programme for non-Principal Roads and Footways from 2005/06 to 2008/09 is as follows:

Year	Non – Principal Roads Cost £k	Footway works cost £k	Total annual cost £k
2005/6	1,000	375	<b>1375</b>
2006/7	1,000	375	<b>1375</b>
2007/8	1,000	375	<b>1375</b>
2008/9	1,000	375	<b>1375</b>

LIP Chapter 5.9 lists the road location and cost for Non-Principal Classified Roads in Table 5.9.2; Non classified roads in Table 5.9.3; and the footway renewal programme in Table 5.9.4.

In addition funding is being invested in maintaining our own road network giving the total investment in the non-principal road network as indicated in the table below.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	0	0	0	0
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	3585	4069	4163	4216	16033
<b>TOTAL FUNDING REQUIRED</b>	<b>3585</b>	<b>4069</b>	<b>4163</b>	<b>4216</b>	<b>16033</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)	COMMENTS		
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	16033				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners			
Dependencies – Funding			
Risks – Uncertainty of capital receipts			
Delivering the Mayor’s Transport Strategy in the borough:			
<b>The programme of road maintenance will ensure:</b> Road infrastructure is brought into good state of repair Traffic flows are improved and road works delayed are planned with minimum disruption Bus journey time & reliability are improved Improvements in accessibility & social inclusion Walking street environment is improved	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	I & II	1	4G.Pr7
	V & VI	3	4F.Pr8
	VIII Transport Infrastructure	10	3.Pr1
		12	4I.Pr8
	14	4G.Pr25	
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
All Road based modes			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Neutral
Encouraging sustainable means for travel:			Neutral
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Principal Road Maintenance
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2008-11

**Description of Main Elements:**

The Street Maintenance Plan for the Borough's road network, excluding the Transport for London Road Network (TLRN), is based upon the ROAD2000 condition assessment programme which is undertaken by London Borough of Hammersmith and Fulham on behalf of the Boroughs. The information from this assessment is supplemented by additional condition surveys undertaken by the Council on the remaining parts of the Borough's road network including B and C classified roads which may form part of the Busy Bus Route network.

In order to bring all Principal A Roads and Busy Bus Routes to a serviceable standard, a UKPMS score of 70 or below is required. Many of the Borough's Principal roads fall below this standard, and on this basis, require maintenance. The sections of Principal roads and footways requiring maintenance is shown on the ROAD2000 survey plan in LIP Chapter 5.9.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	850	695	1425	1360	4330
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	
<b>TOTAL FUNDING REQUIRED</b>	<b>850</b>	<b>695</b>	<b>1425</b>	<b>1360</b>	<b>4330</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners			
Dependencies – Funding			
Risks – Uncertainty of capital receipts			
Delivering the Mayor’s Transport Strategy in the borough:			
<b>The programme of road maintenance will ensure:</b> Road infrastructure is brought into good state of repair Traffic flows are improved and road works delayed are planned with minimum disruption Bus journey time & reliability are improved Improvements in accessibility & social inclusion Walking street environment is improved	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	I & II	1 & 3	4G.Pr7
	V & VI	5	4F.Pr8
	VIII Transport Infrastructure	10 & 12	3.Pr1
		14	4I.Pr8
		4G.Pr25	
		4G.Pr26	
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
All Road Based Modes			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Neutral
Encouraging sustainable means for travel:			Neutral
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Bridge Maintenance
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2005-09

**Description of Main Elements:**
**Assessment and Maintenance of Highway Bridges**

The condition of the existing bridges in the Borough is assessed through Bridge Inspections. Most of the inspections between 2004/05 and 2006/07 will be Superficial Inspections, with some General and Principal Inspections to the more significant structures. In addition, six structures will require load assessment checks to be carried out in 2006/7.

Strengthening works to bring all the Borough's structures to the 40T vehicle loading requirements is almost complete. Two structures remain to be assessed Muswell Hill Road over Subway (No. 98) and Springfield Avenue Retaining Wall (127), which will determine whether strengthening works are required. The criteria used to prioritise the programme of highway structure maintenance works is as follows:

- Maintenance works required to all the Borough's structures where there is a significant safety risk
- Strengthening works on all the Borough's structures for 40T vehicle loading capacity
- Maintenance works required to all the Borough's structures where there is a moderate safety risk
- Maintenance works required to all the Borough's structures where there is a minimal safety risk.

**The schedule of works for the bridge maintenance programme is displayed in Table 5.9.8, LIP Chapter 5.9.**

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	417	423	167	1610	2617
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
TOTAL FUNDING REQUIRED	417	423	167	1610	2617
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners Dependencies – Funding Risks – Uncertainty of capital receipts			
Delivering the Mayor's Transport Strategy in the borough:			
<b>The programme of bridge assessment and strengthening will:</b> Ensure road infrastructure is brought into a good state of repair Improve traffic flow & minimising diversion delays caused for major/emergency infrastructure repairs	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	VIII Transport Infrastructure	14	4G.Pr25
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
All Road Based Modes			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Neutral
Encouraging sustainable means for travel:			Neutral
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Street Lighting
<b>Location:</b>	Boroughwide
<b>Dates:</b>	2005-11

**Description of Main Elements:**

Replacement and Renewal of lighting columns.

A comprehensive inventory of all street lights was completed in October 2003. This shows that some 14,558 lighting columns are currently in service in the Borough. 5,930 of these are considered to be life expired and in need of change. This represents 40% of the total lighting stock. In addition the inventory has shown that 2,320 aluminium lighting columns, 16% of stock, are incorrectly spaced. These are a future maintenance problem and should be replaced to bring the lighting stock up to current British Standard design. A total of 8,250 columns will need to be replaced. The estimated replacement costs for these lights is £9m. Funding from various sources will be identified to implement the programme.

A £1m per year capital programme has been agreed for streetlighting and funded for 2004/5, 2005/6 and 2006/7. The aim is to ensure that by 2010 the Borough's lighting will meet current British Standards and have a low maintenance factor. The aim is to meet the following standards for all new lighting:

- All columns to have a minimum design life of 25 years with an expected minimum useful life of 40 years
- All lanterns to be designed for an operational life of 25 years. By that time new lighting technology and standards may affect the continued use of the equipment
- The light source should be white to BS5489 category 3/1 lighting levels. The Borough has begun to move towards this type of light source
- High quality photo-electric control switches to ensure the lights go on when required, off at the appropriate time in the morning and give accurate control for a guaranteed period of 10 years but with the expectation of a 20 year life

The annual programme is based on an asset survey carried out in 2004 and on local consultation with the Police to address crime hot-spots. This is enabling replacement of aged stock, crime reduction, improved levels of working street-lights and higher resident satisfaction with street lighting.

The proposed Street Lighting Renewal programme for 2006/7 and 2007-2011 is detailed in Tables 5.9.5 & 5.9.6, LIP Chapter 5.9.

The Council's street lighting programme will provide benefits for all road users. However, women and other vulnerable groups would particularly benefit from improvements to street lighting. The focus on the deprived eastern part of the Borough in recent years has benefited black and other ethnic minorities. A recent Safer Communities Survey identified most residents felt safe during the day while the majority feel unsafe or very unsafe after dark. Improvements to street lighting can have a significant impact on perceptions of safety and hence encourage more local activity especially more walking.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	0	0	0	0
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	1500	1000	1000	1000	4500
<b>TOTAL FUNDING REQUIRED</b>	<b>1500</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>4500</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners Dependencies – Funding Risks – Funding			
<b>Delivering the Mayor’s Transport Strategy in the borough:</b>			
	<b>Priority Area</b>	<b>Target Number</b>	<b>MTS Proposal/ Policy number (Appendix C)</b>
	VIII Transport Infrastructure	14	4G.Pr25
<b>Modal Impact (Please list the Modes affected)</b>			<b>Impact (Positive, Negative, Neutral)</b>
All Road Based Modes			Positive
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact (Positive, Negative, Neutral, N/A)</b>
Promoting safety & perception of safety for all travel modes:			Positive
Encouraging sustainable means for travel:			Neutral
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Town Centre Works
<b>Location:</b>	Tottenham Town Centre
<b>Dates:</b>	2006-09

### Description of Main Elements:

Upgrading of Tottenham Town Centre (High Road north of junction with TLRN A10) including Park Lane and Stoneleigh Road Car Parks.

Tottenham High Road, Bruce Grove and Park Lane are areas in the top five percent of English wards with multiple deprivation, and feature high levels of unemployment and low levels of consumer income.

The High Road is one of the main routes out of London and is characterised by very heavy traffic, congestion and road danger. The focus of town centre activities on the High Road has contributed to a significant accident problem, particularly at popular crossing points and around bus stops and junctions.

A key issues among shoppers are crime and the hazardous environment created by heavy and congested traffic. Public concerns about local road safety are reflected in the Road Safety Plan (separate Chapter of the LIP), which indicates that the High Road contains road lengths and locations in the top ten for accidents in the Borough. There is also a clear need for measures to combat street crime and improve personal safety.

The area also has a poor public realm. Until the impact of heavy traffic throughout the length of the High Road is mitigated, other regenerative measures to improve the wider environment and attract investment can only be limited in their effect.

A recent street audit has revealed a need for maintenance of pavements and street furniture; there is also a clear need to improve the environmental quality of the area and to address accident problems through effective traffic management and road danger reduction. In addition, the Stoneleigh Road Car Park is in need of urgent renewal. TfL has already carried out works on the TLRN including bus priority measures, replacement lighting, kerb straightening and footway renewal. A street scene audit has also been carried out by TfL to look at opportunities for the rationalisation of street furniture.

Park Lane forms part of the town centre and is a principal focus of pedestrian activity on match days. It joins the High Road at White Hart Lane Stadium and provides a link to Northumberland Park bus interchange and station. The road serves a wide range of land uses and functions, including a local shopping parade, housing, the football ground and two schools. Park Lane has been the subject of a streetscape and traffic management improvement study and strategy, which has been developed with the involvement of local people and the North London Chamber of Commerce.

A Step 1 submission has been prepared and submitted to TfL in April 2006. Funding of £50,000 has been allocated to develop the project further in 2006/7. The purpose of this scheme is to deliver improvements to the public realm of Tottenham Town Centre. In particular the scheme aims to:

- Improve the physical and living environment of Tottenham and improve the accessibility of residents to sustainable forms of transport
- Increase the opportunities of local people to use the street as a local environment by creating attractive outdoor living spaces, resulting in reduced social exclusion
- Improve the facilities for pedestrians, cyclists and bus users resulting in increased journeys by these modes, supporting a reduction in vehicle dominance of the High Road and adjoining roads
- Improve personal security and reduce the perception of crime
- Improve public access to transport interchanges
- Facilitate regeneration and sustainable growth of the local community by integrating the town centre scheme with other development proposals such as the possible Tottenham Hotspur football development

The estimated cost of the proposals is approximately £1.9m.

### FUNDING REQUIRED TO DELIVER PROPOSAL

<b>TOTAL FUNDING TABLE (£K)</b>		<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>	<b>Total (£K)</b>
FUNDING REQUIRED FROM BSP		0	62	911	969	1942
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)		0	0	0	0	0
TOTAL FUNDING REQUIRED		0	62	911	969	1942
<b>OTHER FUNDING SOURCES</b>	<b>AMOUNT (£k)</b>	<b>STATUS</b> (Requested, Approved)		<b>COMMENTS</b>		
TFL OUTSIDE BSP	0					
BOROUGH RESOURCES	0					
PARTNERS (please specify)	0					
OTHER (please specify)	0					

Key Delivery Partners, Dependencies and Risks:			
Delivering the Mayor's Transport Strategy in the borough:			
	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	V1 – Improving the Street Environment		4G.Pr11
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
Walking			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/A)
Promoting safety & perception of safety for all travel modes:			Neutral
Encouraging sustainable means for travel:			Neutral
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Town Centre Works
<b>Location:</b>	Green Lanes
<b>Dates:</b>	2007-09

**Description of Main Elements:**

Streetscape, environmental and accessibility improvements.

Green Lanes is in an area that is among the most deprived 10% in England using the Government's Indices of Deprivation 2000 and feature high levels of unemployment and low levels of consumer income.

Green Lanes primary retail frontage as defined in the UDP extends from Beresford Road in the north to Endymion Road to the south. It has a vibrant evening economy. Recent investment has included improvements under route 29/329 through LB11. There is a high frequency bus service along the main retail centre. Harringay Green Lanes station on the Barking – Gospel Oak line has been improved and is one of the few fully accessible stations in Haringey.

Despite these advantages Green Lanes suffers from high volumes of traffic for much of the working day and evening peaks, a high number of road collision casualties [Green Lanes has one the highest concentrations of casualties in the Borough] and from parking pressure through the needs of local businesses and for loading/unloading.

The Town Centre Health Check showed that more than half of the people surveyed walked to the centre, with a further 22% using their car and another 26% coming by bus. Key issues for shoppers were the lack of parking, dissatisfaction with the environment with the top priority of cleaner streets. The project to improve Green Lanes would complement work on the LCN plus route and local safety scheme for Green Lanes.

A draft Green Lanes Neighbourhood Strategy and associated Action Plan has been approved. A holistic approach is being taken on planning, crime, waste management and traffic management. The programme includes improvements to bus stops and access to bus stops, reducing street clutter, enhancements to footways, improved pedestrian crossing facilities, better street lighting, improved pedestrian and cycle access to the town centre, reviewing waiting and loading arrangements and review traffic management measures in the town centre and surrounding residential roads. The overall cost is estimated at £750,000.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	0	200	550	750
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
TOTAL FUNDING REQUIRED	0	0	200	550	750
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners - TfL Dependencies – Funding Risks – No Funding			
<b>Delivering the Mayor’s Transport Strategy in the borough:</b>			
	<b>Priority Area</b>	<b>Target Number</b>	<b>MTS Proposal/ Policy number (Appendix C)</b>
	V1 – Improving the Street Environment		4G.Pr11
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
Walking			Positive
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Neutral
Encouraging sustainable means for travel:			Neutral
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Town Centre Works
<b>Location:</b>	Wood Green
<b>Dates:</b>	2007-09

**Description of Main Elements:**

Streetscape, environmental and accessibility improvements.

Wood Green is classified as a Metropolitan Centre, one of only 10 identified in the London Plan (2004). It is the largest centre in the Borough consisting of around 330 units comprising 86,864m<sup>2</sup> of floorspace.

The 2003 Retail Capacity Study recommends the Wood Green should be the key focus for additional comparison goods floorspace and identifies limited redevelopment opportunities in the centre. These include 725 – 731 Lordship Lane, and the Mall which is currently occupied by the Library and other units including the main post office.

A Town Centre Health Check for Wood Green found that 28% of shoppers arrive by car, 54% by bus and 15% walk. Only 3% arrived by tube. A recent survey of residents in and around Wood Green found that of those people who did not find the town centre easy to get to 67% highlighted the issue of traffic congestion and 54% cited the lack of car parking space.

The area adjacent to Wood Green Metropolitan Town Centre comprises large tracts of underused utilities land and is identified as an 'Area of Intensification' in the London Plan. The Council in conjunction with key stakeholders has developed a framework for this area known as Haringey Heartland Development Framework. One of the key aims and objectives of the framework will be to extend and complement Wood Green's role as a metropolitan centre, and help sustain and enhance the existing commercial provisions on Hornsey high Street.

The Council implemented package of enhancements to Wood Green town centre under the Capital Challenge initiative by 2000. This complemented the successful SRB bid for the Haringey Heartlands which received £13.7 million of Government funds.

A short link road between Bury Road and Noel Park Road was completed in the autumn of 1999. The road provides improved access to car parks and services yards, thereby avoiding currently tortuous routes through local streets.

We have been successful in obtaining £5m funding from ODPM under the Community Infrastructure Fund for a spine road through Heartlands to pump prime the regeneration area.

The aim is to further enhance the town centre by improvements to public transport and pedestrian and cycle access and facilities. The project would reduce street clutter where necessary, enhance footways and carriageway to enhance the pedestrian experience, enhance street lighting, improve signage, enhance pedestrian crossings and improve pedestrian and cycle access to the town centre from the surrounding residential areas. The overall estimated cost is £750,000.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	0	350	400	750
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>0</b>	<b>0</b>	<b>350</b>	<b>400</b>	<b>750</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners - TfL Dependencies – Funding Risks – No Funding			
<b>Delivering the Mayor’s Transport Strategy in the borough:</b>			
	<b>Priority Area</b>	<b>Target Number</b>	<b>MTS Proposal/ Policy number (Appendix C)</b>
	V1 – Improving the Street Environment		4G.Pr11
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
Walking			Positive
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Neutral
Encouraging sustainable means for travel:			Neutral
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Town Centre Works
<b>Location:</b>	West Green Road / Seven Sisters
<b>Dates:</b>	2008-11

**Description of Main Elements:**

Streetscape, environmental and accessibility improvements

The West Green and Seven Sisters area is among the 5% most deprived in England. It is the smallest of the Borough's town centres with a predominance of local independent traders. The centre stretches from Braemar Road in the west to Tottenham High Road.

It is made up of 154 units forming 17,503m<sup>2</sup> of floor space. The area is well-served by public transport with numerous bus services on Tottenham High Road and West Green Road as well as the Victoria line and national rail through Seven Sisters.

The Town Centre Health Check revealed that about half of respondents walked to the centre with a further 30% by car. About 16% come by bus. There was an overall dissatisfaction with the environment.

The Council is working with a partner to develop the Wards Corner site by the station for a mixed-use development with potentially improvements to the station environment.

Work has been undertaken in 2004/5 to support bus priority for route 41 on West Green Road. Other works in recent years have included safety and security measures around Seven Sisters station through the Personal Security and Transport Interchanges project [see section 5.6 above] and a CPZ implemented around the station to discourage commuter parking.

The Council is working with the GLA/LDA and other stakeholders to develop improvements to the Tottenham gyratory. This work would complement enhancements to the shopping centre.

The proposals for the town centre include enhancing footways, pedestrian crossing facilities, street lighting enhancements, better access by foot and cycle, improved signage and accessibility enhancements. The estimated cost is £750,000 with completed programmed for 2010/11.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	0	0	300+	750
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	
<b>TOTAL FUNDING REQUIRED</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300+</b>	<b>750</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

<b>Key Delivery Partners, Dependencies and Risks:</b>			
Key Delivery Partners - TfL Dependencies – Funding Risks – No Funding			
<b>Delivering the Mayor’s Transport Strategy in the borough:</b>			
	<b>Priority Area</b>	<b>Target Number</b>	<b>MTS Proposal/ Policy number (Appendix C)</b>
	V1 – Improving the Street Environment		4G.Pr11
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
Walking			Positive
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Neutral
Encouraging sustainable means for travel:			Neutral
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Town Centre Works
<b>Location:</b>	Crouch End
<b>Dates:</b>	2009-11

**Description of Main Elements:**

Streetscape, environmental and accessibility improvements.

Crouch End is a busy local centre with a vibrant evening economy. However the centre of Crouch End is bisected by busy roads – Tottenham Lane, Crouch Hill, Crouch End Hill and Park Road – with congestion for much of the day. Crouch End is a relatively inaccessible shopping centre. There are no underground or national rail services close to the centre although the area is reasonably well served by bus links. This is reflected in how people get to the shops – only 18% come to the centre by bus with 45% walking and 30% arriving by car.

Some bus priority measures have been introduced in recent years to assist access to and through the town centre.

A number of improvements are proposed for the town centre. These include footway improvements, additional CCTV cameras, pedestrian crossing enhancements and parking and loading reviews. The estimated cost is £500,000 with completion programmed for 2010/11.

### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	0	0	0	0	500
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	0	0	0
<b>TOTAL FUNDING REQUIRED</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	0				
PARTNERS (please specify)	0				
OTHER (please specify)	0				

Key Delivery Partners, Dependencies and Risks:			
Key Delivery Partners - TfL			
Dependencies – Funding			
Risks – No Funding			
Delivering the Mayor's Transport Strategy in the borough:			
	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	V1 – Improving the Street Environment		4G.Pr11
Modal Impact (Please list the Modes affected)			Impact (Positive, Negative, Neutral)
Walking			Positive
Cross Cutting Goals (see section 4.5 of this Guidance)			Impact (Positive, Negative, Neutral, N/AI)
Promoting safety & perception of safety for all travel modes:			Neutral
Encouraging sustainable means for travel:			Neutral
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality & Inclusion Target Group (please specify):			All

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	Travel Awareness Events – Good Going Campaign
<b>Location:</b>	Borough wide
<b>Dates:</b>	2005 – 2009

### **Description of Main Elements:**

Haringey Council supports the TfL Good Going Travel Awareness marketing campaign and recognises the importance of delivering a consistent travel awareness brand and message across London. The Council will continue to organise travel awareness events which promote a change in travel behaviour and encourage a modal shift from single occupancy car usage to public transport, walking, cycling, car sharing or reducing the need to travel.

Travel awareness is an educational tool that can assist the Council to deliver its transport planning objectives. The Council will seek TfL funding to progress work in a number of areas including:

- In Town Without My Car Day & TA related events (Car Free Day)
- Cycling promotional events
- Worth the walk events: Health related initiatives
- Car Sharing publicity event through NLTF (Details tbc)
- Establish car clubs initiatives when opportunities arise
- Events to promote greener fuels

The Council will continue to bid for funds to organise Travel Awareness events throughout the year, focusing the majority of the Council's resources on summer events and specifically Good Going Travel Awareness week in September. Future activities will follow guidance from TfL's 'Good Going' Travel Awareness Strategy. All Borough events will carry the Good Going Travel Awareness branding, or as instructed from TfL. In addition to the annual 'Good Going' Travel Awareness week in September, the Council will continue to organise travel awareness events throughout the year, as resources dictate. Other annual events supported by the Council include 'Walk to School Week', Bike week and any opportunities to promote sustainable transport through other sustainable living/recycling related Council events.

Haringey would like to organise another ITWMC (Car Free Day) Festival to provide the local community with a vibrant and safe car free urban environment where all are welcome to enjoy a street festival of live music, environmental stalls, sustainable transport exhibits, cycling displays and many informative travel awareness stalls.

The Car Free Day Festival will focus on a themed topic, as dictated by the Good Going Travel Awareness Strategy of events, but will continue to raise awareness of the health and environmental benefits of choosing to walk, cycle or use public transport for local trips, by leaving the car behind. As well as promoting the use of alternative forms of transport to the car, the local community can experience a Haringey Town Centre as a traffic free urban space. The 2006 campaign will follow the same approach, concentrating the majority of staff resources within the Good Going Travel awareness weeks. The campaign will focus on securing pledges of support for various aspects the good going campaign.

**Branding and Marketing:** Use Good Going branding for all the travel awareness events in Haringey.

### **Monitoring and Evaluation:**

All travel awareness events in Haringey will be monitored and evaluated in accordance to TfL requirements as stated in the LIP Funding Guidance. For each event, information will be compiled regarding the target audience, number and details of organisations involved, transport mode materials produced for each event and an attitude survey of borough residents and visitors. All press coverage will be correlated through our communication plan/marketing strategy for each event.

In addition, we will continue to evaluate the success of travel awareness events through registering Good Going Pledges from local business, organisations, community groups, schools and colleges.

### FUNDING REQUIRED TO DELIVER PROPOSAL

FUNDING REQUIRED TO DELIVER PROPOSAL					
TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	2	25	50	50	127
FUNDING FROM OTHER SOURCES (Details To Be Provided Below)	0	0	2	2	4
TOTAL FUNDING REQUIRED	2	25	52	52	131
OTHER FUNDING SOURCES	AMOUNT (£k)	STATUS (Requested, Approved)		COMMENTS	
TFL OUTSIDE BSP	0				
BOROUGH RESOURCES	TBC	Requested		Council Town Centre Ents funds	
PARTNERS (please specify)	1	Requested		In kind: Local business forums	
OTHER (please specify)	1	Requested		In Kind funding: Voluntary staff time , free hire of equipment, prizes etc	

<b>Key Delivery Partners, Dependencies and Risks:</b>			
<p>Haringey Council's travel awareness events will be organised in conjunction with TfL guidance for consistent branding and theme days to deliver a combined and co-ordinated travel awareness message across London. Lambeth has now replaced Tower Hamlets as the lead borough for the Good Going Travel Awareness Campaign. For road closure events, TFL London Buses and the Emergency Services are key partners.</p> <p>Encourage active participation from all sectors of the local community in the planning, consultation and running of local travel awareness events.</p> <p>Risk/ dis-benefit – Dependent on funding. Road closure events will involve temporary restricted access for local residents and business located within any temporary road closures implemented for the duration of a travel wise week event.</p>			
<b>Delivering the Mayor's Transport Strategy in the borough:</b>			
<p>Regeneration and creation of a vibrant, pleasant, car free urban environment with reduced noise and air pollution. Increase awareness of sustainable transport choices and publicity, opportunity for sustainable transport and healthy organisations. Tackles deprivation and promotes social inclusion in one of boroughs poorer areas.</p>	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
	2	5	4G.Pr12
	3	7	4G.Pr14
	5	12	4H.Pr3
	6	13	4P.Pr4
7			
<b>Modal Impact</b> (Please list the Modes affected)			<b>Impact</b> (Positive, Negative, Neutral)
<p>Public Transport Pedestrians Cyclists Motorists</p>			<p>Positive Positive Positive Positive</p>
<b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>			<b>Impact</b> (Positive, Negative, Neutral, N/AI)
<b>Promoting safety &amp; perception of safety for all travel modes:</b>			Positive
<b>Encouraging sustainable means for travel:</b>			Positive
<b>Balanced road space allocation:</b>			Neutral
<b>Requirements for sustainable developments:</b>			Positive
<b>Equality &amp; Inclusion Target Group (please specify):</b>			Positive