

## LIP PROPOSAL DELIVERY FORM

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | School Travel Plans – engineering works & soft measures |
| <b>Location:</b>            | Borough wide  |
| <b>Dates:</b>               | 2006-2009   |

### Description of Main Elements:

Development of Travel Plans at all Haringey Schools by 2009 to meet DfES and DfT Target

Funding to be allocated to school engineering works and 'soft' measures identified within each approved school travel plan. Funding will deliver a variety of engineering and 'soft' measures identified within each Schools 'Action Plan' as laid out in their STP document.

Haringey Council's School Travel Plan Strategy schedule for STP implementation will ensure that every Infant, Junior, Primary, Secondary, Special and Independent School within Haringey develops their own site specific travel plan for the journey to and from their school by 2009. The Strategy sets out how the Council will assist all the borough's schools in reversing the trend of car dependency for the journey to school. The strategy will aim to increase the number of children, parents and school employees walking, cycling, car sharing and travelling by public transport for their daily journey to and from School. As part of the school travel plan process, road safety will be reviewed around every school in the borough by 2008.

Measures identified within each school's travel plan for implementation will include:

#### Engineering measures

- Installation of a pedestrian crossing facility and related site works.
- Improvements to lighting and paving to assist pedestrian access.
- Traffic calming measures such as speed tables, raised crossing facilities and 20 mph zones.
- Kerb craft and specific drop off/ set down locations
- Parking enforcement measures such as additional signage and lining, bollards
- Installation of cycling facilities & secure cycle parking

'Soft Measures'(non engineering measures). Funding to support:

- Supply cover costs to allow teaching staff release time to work on planning curriculum links, lesson plans and a focus activity week. Allow release time to review the plan at the end of the year and carry out monitoring surveys
- Production and printing of a STP summary leaflet for parents to raise awareness of the Plan, spread news of its success and allow for ongoing consultation. Bill board for STP news for staff and children at school.
- Fees to allow the school to register with 'Schoolrun.org' to promote car sharing amongst parents and staff
- Set up costs for walking buses at the schools including High-visibility vests, basic stationary, parent leaflets and a launch event.

Funding is also required to enable Independent schools in the Borough to deliver improvements within the school grounds as set out in the capital grant expenditure form. Primary schools/nurseries will be awarded with £5k and secondary/special schools £10k. This will give those schools who have not engaged in the STP process an incentive to do so and those schools that have can be rewarded for their sustainable efforts.

As of June 2006, Haringey has 32 approved school travel plans and is waiting approval for a further 33 STP's.

The School Travel Plan Strategy lists details of the school travel plan engineering schemes programmed from 2003/04 up to 2006/07 with proposed STP engineering works identified for 20 schools during 2007/08, 16 schools in 2008/09 and 17 schools in 2009/10.

### 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                                    |                    | 517                                    | 580            | 724             | 712            | 2533              |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                    | 0                                      | 0              | 0               | 0              | 0                 |
| TOTAL FUNDING REQUIRED                                       |                    | 517                                    | 580            | 724             | 712            | 2533              |
| <b>OTHER FUNDING SOURCES</b>                                 | <b>AMOUNT (£k)</b> | <b>STATUS</b><br>(Requested, Approved) |                | <b>COMMENTS</b> |                |                   |
| TFL OUTSIDE BSP  | 0                  |  |                |                 |                |                   |
| BOROUGH RESOURCES  | 0                  |  |                |                 |                |                   |
| PARTNERS (please specify)                                    | 0                  |  |                |                 |                |                   |
| OTHER (please specify)                                       | 187                | Approved                               |                | DfES Funding    |                |                   |

| <b>Key Delivery Partners, Dependencies and Risks:</b>  |   |                      |   |
|--|---|----------------------|---|
| Key Delivery Partners - TfL, DfES, Borough Schools   |   |                      |   |
| Dependencies – Funding   |   |                      |   |
| Risks – No Funding   |   |                      |   |
| <b>Delivering the Mayor’s Transport Strategy in the borough:</b>   |   |                      |   |
| <b>The development of School Travel plans will deliver the following priority areas of the MTS:</b>  | <b>Priority Area</b>                                      | <b>Target Number</b> | <b>MTS Proposal/ Policy number (Appendix C)</b>             |
| Priority Area 1 – Improving road safety for school children (Policy 1.2)   | I – Road Safety<br><br>III – Relieving Traffic Congestion | 1 & 2                | 4G.Pr9  |
| Priority Area 3 – The Council will support the development and introduction of travel awareness campaigns, workplace travel plans, and school travel plans (Policy 3.2).                 |   | 3                    | 4G.pr7  |
| Priority Area 6 - The Council will encourage an increase in the number of children walking to school, through initiatives identified   |   | 7 & 8                | 4I. Pr3   |
| Priority Area 7 – The Council will continue to introduce cycle training for school children and STP’s will identified cycling infrastructure improvements within each school travel plan |   | 12 & 13              | 4J.Pr7 vii<br>4P.Pr4  |
| <b>Modal Impact</b><br><b>(Please list the Modes affected)</b>   |   |                      | <b>Impact</b><br><b>(Positive, Negative, Neutral)</b>       |
| Walking<br>Cycling<br>Public Transport usage   |   |                      | All Positive  |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>  |   |                      | <b>Impact</b><br><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>   |   |                      | 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> | School Travel Plan Boroughwide Development |
| <b>Location:</b>            | Boroughwide                                |
| <b>Dates:</b>               | 2006/07                                    |

### Description of Main Elements:

Marketing and Promotion - purchase and production of promotional merchandise, to raise and maintain the profile of School Travel Plans in the borough. Support with surveys and consultation, provide support and assistance to schools carrying out baseline surveys and consultation and to input survey results for them. INSET Training for schools who have engaged in the STP process on how to write their plan and provide supply cover to release them to attend this event. Attendees will also be given support material to enable them to consult with the whole community.

Annual Event - Funding is sought to run an annual event to raise awareness of STP's in the Borough (funding will be split over 3 years), Teacher Supply Cover - Funding is sought to allow supply cover grants to release a member of staff for one day to allow time to co-ordinate and write the travel plan document. The amount assumes that we will work with 30 schools a year (£180 per school) Funding will be split over 3 years = £16.2k

Boroughwide activities to support the development of School Travel Plans including:

- The continuation of the Walk on Wednesday Initiative (WOW)
- Further development and promotion of the School walking buses. There are currently 2 active walking buses.
- Production of newsletter to schools once a term containing updates on schools STP's and the problems and solutions schools have experienced when implementing their STP.

Require direct funding for promotional events to support school travel planning including:

- Themed fancy dress walk to school events.
- Continual promotion of the annual school to weeks at all primary (junior & infants) schools.
- Pedometer challenges for children to who walk the most.
- Health and exercise related events including cycling competitions linked to cycle training
- Good practice seminar for sharing school travel planning best practice and problem solving,

The Council requires funding to enable schools to continue developing initiatives to promote the objectives and actions identified within their STP's. Examples of good practice are detailed in Haringey's STP strategy.

Haringey's School Travel Plan strategy details partnerships which provide support in promoting STP's. These include:

- Primary care trust: STA's are working with the Primary Care Trust (PCT), through the Healthy Schools programme to encourage physical activity and fitness. The blueprint for the Healthy Schools programme specifically states that schools should be working towards or have already developed an STP.
- The Better Haringey Project: Ensures that the journey to and from school is safer, stronger, greener. Eco Schools has a direct link to STP's and a criteria in the framework states that schools should be actively encouraging walking to school. A number of schools have involved the Metropolitan Police Safer Schools officers in developing their travel plan.
- Road Safety Education, cycle training in schools & child pedestrian training
- Eco Schools: Environmental project highlighting the impact of cars on the environment.
- Safer Schools: MET Police Initiative to reduce bullying and make journey to school safer for children
- Age Concern; Pool of volunteers assist with walking buses.

Promotion of school travel initiatives will continue through the Good Going Travel Awareness campaign and national campaigns supporting the STP initiative such as Living Streets and TravelWise for national campaigns such as Walk to School Week and International Walk to School Week, and National Bike Week.

### 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                                      | 42             | 66              | 66             | 174               |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                    | 0                                      | 0              | 0               | 0              | 0                 |
| TOTAL FUNDING REQUIRED                                       |                    | 0                                      | 42             | 66              | 66             | 174               |
| <b>OTHER FUNDING SOURCES</b>                                 | <b>AMOUNT (£k)</b> | <b>STATUS</b><br>(Requested, Approved) |                | <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, DfES, Borough Schools  |               |               |   |
| Dependencies – Funding  |               |               |   |
| Risks – No Funding  |               |               |   |
| <b>Delivering the Mayor’s Transport Strategy in the borough:</b>  |               |               |   |
| The development of School Travel plans will deliver the following priority areas of the MTS:  | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)      |
| Priority Area 1 – Improving road safety for school children   | 1             | 1             | 4G.Pr9  |
| Priority Area 3 – Reducing traffic congestion through encourage children and parents/carers and staff to walk, cycle or use public transport for the journey to school.                                 | 3             | 2             | 4G pr7  |
| Priority Area 6 - Encourage an increase in the number of children walking to school, through initiatives identified within each school travel plan such as the walking bus and Walk on Wednesdays (WOW) | 6             | 3             | 4I. Pr3                                       |
| Priority Area 7 – The Council will continue to introduce cycle training for school children and STP’s will identified cycling infrastructure improvements   | 7             | 7 & 8         | 4J.Pr7 vii                                    |
|   |               | 12 & 13       | 4P.Pr4 iii                                    |
| <b>Modal Impact</b><br>(Please list the Modes affected)   |               |               | Impact<br>(Positive, Negative, Neutral)       |
| All modes   |               |               | Positive                                      |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>   |               |               | Impact<br>(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> | School Travel Plan advisor post |
| <b>Location:</b>            | London borough of Haringey      |
| <b>Dates:</b>               | 2005 – 2010                     |

### Description of Main Elements:

Continuation of funding for School Travel Plan Co-ordinator post in 2007/2008/2009/2010. Contingency bid if DfES/DfT funding for current School Travel Plan Co-ordinator post is not confirmed beyond 2005/2006

Funding is sought for 50% of a STA post over the next three years. The other 50% will be funded through the Councils Road Safety Budget, as bid for as part of the Councils business plan. The two travel advisors are currently funded through DfES/DfT STA grant and Neighbourhood Renewal Fund for the next year.

The role of the school travel plan advisor will facilitate the delivery of Haringey Council's School Travel Plan Strategy, to ensure every Infant, Junior, Primary, Secondary, Special and Independent School within the borough develops their own site specific travel plan for the journey to and from their school by 2009.

The Council would like to allocate extra funding to provide an additional resource to support the role of the School Travel Plan Coordinator in delivering the boroughs school travel plans targets between 2006- 2009 and beyond. In addition to the implementation of school travel plans, schools will require assistance with the annual monitoring and surveying of established travel plans.

**Job purpose:** To develop and co-ordinate the production of school travel plans with schools and provide support for their implementation, review and monitoring at schools across Haringey.

To co-ordinate the School Travel Plan Steering Group, comprising relevant partners and other officer, support the development of local strategy across the borough linking to appropriate transportation, education, social inclusion, health and community strategies.

| TOTAL FUNDING TABLE (£K)                                     | 2005/06        | 2006/07                            | 2007/08 | 2008/09                                  | Total (£K) |
|--|----------------|------------------------------------|---------|--|------------|
| FUNDING REQUIRED FROM BSP                                    | 0              | 20                                 | 20      | 20                                       | 60         |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) | 0              | 20                                 | 20      | 20                                       | 60         |
| TOTAL FUNDING REQUIRED                                       | 0              | 40                                 | 40      | 40                                       | 120        |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>Approved) |         | COMMENTS                                 |            |
| TFL OUTSIDE BSP  | 60             | Requested                          |         | Funded through Council's Road Safety Bid |            |
| BOROUGH RESOURCES  | 0              |                                    |         |  |            |
| PARTNERS (please specify)                                    | 0              |                                    |         |  |            |
| OTHER (please specify)                                       | 0              |                                    |         |  |            |

| <b>Key Delivery Partners, Dependencies and Risks:</b>   |               |               |   |
|---|---------------|---------------|---|
| <p>The development and implementation of each school's travel plan will be assisted by the Council's School Travel Plan co-ordinator funded jointly by the DfES and DfT. Officers from the Council's transport planning team, road safety and accident prevention team and the traffic engineering team will support the role of the STP co-ordinator. Dependant on continuation of funding of School Travel Plan Coordinator post.</p> <p>Risks: If funding ceased</p>   |               |               |   |
| <b>Delivering the Mayor's Transport Strategy in the borough:</b>  |               |               |   |
| <p><b>The development of School Travel plans will deliver the following priority areas of the MTS:</b></p> <p>Priority Area 1 – Improving road safety for school children.</p> <p>Priority Area 3 – The Council will support the development and introduction of travel awareness campaigns, workplace travel plans, and school travel plans.</p> <p>Priority Area 6 - The Council will encourage an increase in the number of children walking to school, through initiatives identified within each school travel plan.</p> | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)      |
|   | 1             | 1             | 4G.Pr9  |
|   | 3             | 2             | 4G pr7  |
|   | 6             | 3             | 4I. Pr3                                       |
|   | 7             | 7 & 8         | 4J.Pr7 vii                                    |
|   |               | 12 & 13       | 4P.Pr4 iii                                    |
| <b>Modal Impact</b><br>(Please list the Modes affected)   |               |               | Impact<br>(Positive, Negative, Neutral)       |
| Buses and bus passengers  |               |               | Positive                                      |
| Pedestrians   |               |               | Positive                                      |
| Cyclist   |               |               | Positive                                      |
| Motorised road traffic  |               |               | Positive                                      |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>   |               |               | Impact<br>(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): All groups and especially low income and elderly residents</b>   |               |               | Positive                                      |

## LIP PROPOSAL DELIVERY FORM

|                             |                         |
|-----------------------------|-------------------------|
| <b>Summary of Proposal:</b> | School Enforcement Plan |
| <b>Location:</b>            | Boroughwide             |
| <b>Dates:</b>               | 2005-11                 |

**Description of Main Elements:**

Support School Travel Plan development and implementation by specific attention to enforcement of parking regulations around schools.

It is not physically possible to visit every school every day, therefore in line with the Mayor for London's Transport Strategy – Parking Attendant enforcement priority will be given to schools who contribute to developing a School Travel Plan.

Haringey Council's Parking Service is responsible for carrying out parking enforcement outside schools, which are marked with the yellow zig-zags.

The enforcement of 'school keep clear' areas is regarded as an essential priority in our ongoing efforts to make the Borough's neighbourhoods even safer for children travelling to and from school.

The Council is in the process of improving the quality of visits made to schools by Parking Attendants, as well as to target specific parking and traffic related problems, which we receive feedback about from residents and school officials.

In bringing about service improvements to our Parking Attendant patrols – we feel it would be beneficial to form new stronger and positive partnerships with local schools in assessing the quality of Parking Attendant patrols, as well as motorist activity around school areas.

Parking Attendants will carry out their patrols along zig-zag markings with the additional facility of a Report Sheet.

### 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        | 44      | 44         |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) | 0              | 0                                  | 0        | 0       | 0          |
| TOTAL FUNDING REQUIRED                                       | 0              | 0                                  | 0        | 44      | 44         |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>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, DfES, Borough Schools               |                                    |                      |   |
| 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>     |
|  | III – Relieving Traffic Congestion | 8                    | 4P.Pr4  |
| <b>Modal Impact</b><br>(Please list the Modes affected)          |                                    |                      | <b>Impact</b><br>(Positive, Negative, Neutral)      |
| All  |                                    |                      | Positive  |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>    |                                    |                      | <b>Impact</b><br>(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> | Bus Lane Maintenance and Bus Priority Enforcement |
| <b>Location:</b>            | Bus network borough wide                          |
| <b>Dates:</b>               | 2005 – 2009                                       |

**Description of Main Elements:**

The Council is committed to effective enforcement of bus lanes and waiting and loading restrictions. The Council has signed a Service Level Agreement [SLA] with TfL to provide enforcement as part of the LBI Framework Document. The agreement commenced on 1 February 2005 the SLA will continue for an indefinite period and is aimed at improving compliance with bus lane restrictions, waiting and loading restrictions and stopping restrictions. The SLA covers LBI Key Route Corridors. For Haringey this relates to bus routes 149, 144, 29, 134, 279, 329, 123 and 349.

The Council carries out regular reviews of enforcement to ensure appropriate levels of resource to maximise enforcement. We have undertaken a programme of bringing signage up to DfT standards as part of the SLA. Table 5.3.2 (LIP Chapter 5) details a survey of road markings and signage to ensure bus priority enforcement measures are maintained.

The Council has introduced CCTV camera at a number of locations in the Borough: Tottenham High Road, Wood Green High Road, Muswell Hill Broadway, Lordship Lane, Turnpike Lane and Green Lanes. The agreement also covers provision of control room equipment to enable effective monitoring and enforcement.

The Council has an ongoing maintenance programme for all of infrastructure lines and signs including bus lanes. TfL also surveys bus lanes every six months to ensure compliance with the required standard and feedback their findings to the Council. The Council undertakes action as appropriate.

The Council will ensure all bus priority measures are effectively enforced through the use of fixed roadside and mobile cameras, number plate detention CCTV installations for yellow box junction and parking enforcement, on board bus cameras and parking enforcements officers.

Haringey will continue to work in partnership with TfL's Bus Priority Unit, London Buses, designated consultants and other stakeholders to review the hours of bus lane operation and apply the appropriate level of enforcement and maintenance of all bus lanes to reduce delays to bus services.

| TOTAL FUNDING TABLE (£K)                                     | 2005/06        | 2006/07                            | 2007/08  | 2008/09    | Total (£K) |
|--|----------------|------------------------------------|----------|------------|------------|
| FUNDING REQUIRED FROM BSP                                    | 0              | 0                                  | 0        | 100        | 100        |
| FUNDING FROM OTHER SOURCES<br>(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>100</b> | <b>100</b> |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>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 partners: Transport for London<br>Consultation with frontages when bus lane operational times are under review.       |                      |                      |  |
| <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>  |
| Improving bus journey times and reliability   | 2                    |                      | 4F.2   |
| Improved service reliability and operation through measures to improve bus movement on the public highway.                | 3                    | 3&4                  | 4F.3   |
| Make bus services more attractive travel options for journeys through Haringey and North London                           | 8                    | 5                    | 4F.6   |
| Bring transport infrastructure into good state of repair  |                      | 14                   | 4F.7   |
|   |                      |                      | 4F.8   |
|   |                      |                      | 4G.2   |
|   |                      |                      | 4G.4   |
|   |                      |                      | <b>Impact (Positive, Negative, Neutral)</b>      |
| Buses and bus passengers  |                      |                      | Positive<br>Neutral<br>Negative                  |
| Pedestrians   |                      |                      |  |
| Other motorised road traffic  |                      |                      |  |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>   |                      |                      | <b>Impact (Positive, Negative, Neutral, N/A)</b> |
| <b>Promoting safety &amp; perception of safety for all travel modes:</b>  |                      |                      | Neutral  |
| <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): All groups and especially low income and elderly residents</b> |                      |                      | Positive   |

## LIP PROPOSAL DELIVERY FORM

|                             |  |
|-----------------------------|--|
| <b>Summary of Proposal:</b> | Provision for increased bus stand capacity |
| <b>Location:</b>            | Town Centres and station interchanges      |
| <b>Dates:</b>               | 2005 – 2011                                |

### Description of Main Elements:

Bus stands are essential to bus operations, providing an area in which buses can wait when reaching the termination destination of a service or when traffic conditions or road closures require a temporary revision of the timetable. Bus stands are especially important in Haringey where a number of bus routes terminate, in town centres, (including Muswell Hill) and station interchanges including Wood Green and Turnpike Lane, Tottenham Hale and Northumberland Park.

There is also increasing demand for additional bus stand capacity in Haringey due to the increase in bus service frequencies and the subsequent rise in bus passenger numbers. The demand for more housing in areas of regeneration, such as Tottenham Hale and the predicted growth of London's population will further increase demand on the capacity of bus services in the borough.

The Council's aspirations for the introduction of new bus routes, extensions of existing routes, and further service frequency improvements will all require additional bus stand capacity.

The Council will assist London Buses in meeting the increased demand for bus services by identifying further bus stand capacity at key town centre and development interchanges by locating additional bus stand capacity where necessary. Sufficient signage, road markings and enforcement of all existing and all new bus stand facilities will be identified provided through liaison with London Buses and service operators.

Any new or extended bus stand capacity must be accompanied by adequate facilities for drivers/crews such as toilets and litter bins and the Council will require London Buses to manage bus service provider operations at these stands in a manner which is sensitive to neighbouring residential areas. All stationary vehicles on the bus stands should have engines switched off to reduce exhaust noise emissions.

Where appropriate, the Council's planning officers will request developers to provide standing areas for buses as part of the condition for a planning application.

The Council is aware of the further potential expansion of articulate 'bendy' bus services onto routes terminating in Haringey which will require additional bus stand capacity to accommodate these larger vehicles. The Council assumes sufficient consultation and funding will be allocated to the Council before such service agreements are introduced by TfL London Buses.

| TOTAL FUNDING TABLE (£K)                                     |                |                                    |         |   |            |
|--|----------------|------------------------------------|---------|---|------------|
|  | 2005/06        | 2006/07                            | 2007/08 | 2008/09   | Total (£K) |
| FUNDING REQUIRED FROM BSP                                    | 0              | 0                                  | 0       | 100   | 100        |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) | 0              | 0                                  | 0       | 100   | 100        |
| TOTAL FUNDING REQUIRED                                       | 0              | 0                                  | 0       | 200   | 200        |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>Approved) |         | COMMENTS  |            |
| TFL OUTSIDE BSP  | 100            | TBA                                |         | TfL London Buses infrastructure                   |            |
| BOROUGH RESOURCES  | 0              |                                    |         |   |            |
| PARTNERS (please specify)                                    | 0              |                                    |         |   |            |
| OTHER (please specify)                                       | 0              |                                    |         | Potential Section 106<br>development contribution |            |

| Key Delivery Partners, Dependencies and Risks:  |                                      |               |  |
|---|--------------------------------------|---------------|--|
| Transport for London is the key delivery partner. Specifically TfL Bus Priority Unit (BPU) and TfL London Buses infrastructure & operations are the key partners for identifying and predicting bus stand requirements and investigating alternatives if necessary.   |                                      |               |  |
| Delivering the Mayor's Transport Strategy in the borough:   |                                      |               |  |
| <p>The proposal demonstrates the Borough's commitment to increasing the provision of bus stand facilities at required locations, as identified by in partnership with TfL London Buses</p> <p>Increasing bus standing capacity to meet passenger demand and for the creation of new bus routes, extensions to existing routes and increase services frequencies.</p> <p>Encourage modal shift from car use to buses</p> | Priority Area                        | Target Number | MTS Proposal/ Policy number (Appendix C)     |
|   | Area 2 – Improving bus journey times | 4             | 4F.Pr3                                       |
|   |                                      | 3             |  |
|   |                                      | 7             |  |
| Modal Impact<br>(Please list the Modes affected)  |                                      |               | Impact<br>(Positive, Negative, Neutral)      |
| Buses and bus passengers  |                                      |               | Positive                                     |
| Pedestrians   |                                      |               | Positive                                     |
| Other motorised road traffic  |                                      |               | Neutral                                      |
| Cross Cutting Goals (see section 4.5 of this Guidance)  |                                      |               | Impact<br>(Positive, Negative, Neutral, N/A) |
| Promoting safety & perception of safety for all travel modes:   |                                      |               | Neutral                                      |
| Encouraging sustainable means for travel:   |                                      |               | Positive                                     |
| Balanced road space allocation:   |                                      |               | Neutral                                      |
| 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> | Creating a green environment – tree planting |
| <b>Location:</b>            | North London                                 |
| <b>Dates:</b>               | 2006/07 – 2009/10                            |

**Description of Main Elements:**

This proposal has been submitted by the North London Transport Forum and is fully supported by the London Borough's of Barnet, Enfield, Haringey and Waltham Forest. This form 1 has been included in their Local Implementation Plans to demonstrate support for this initiative.

The proposal is to continue the tree planting programme funded originally in the Borough Spending Plan 2006/7. Tree planting will occur on highways, mainly on principal roads where practicable. The aim is to improve air quality and shielding at specific air pollution hot spots across the sub region. Tree planting will focus on areas of poor air quality identified from consistent monitoring of carbon monoxide and particles (PM10 and PM2.5). The location of air pollution hot spots within the sub region will be identified through the provision of consistent air quality statistics from various monitoring locations.

The tree planting programme will consist of native species to maximise vegetation absorption and filtration of air to improve air quality of local traffic pollution hotspots on principal roads (budgeted for approximately 150 trees in each borough), and will use 'Trees & sustainable air quality' documentation produced by the Centre for Ecology & Hydrology regarding suitable species to improve air quality. Tree species, planting location and positioning will be determined by the Council's Arboricultural Officers, Air Quality Officers and Biodiversity Office.

There are social, community, environmental and economic benefits to a tree planting programme. Planting of additional trees within the borough will benefit the whole community and provide many advantages to the environment for residents and those employed within North London. Tree planting will create additional green spaces for people to enjoy and enhance the appearance of rundown areas. Trees also clean the air, enhance wildlife habitats and offer psychological benefits for people that research is just beginning to define. Older and larger trees often maximise these benefits. (One large tree can provide oxygen requirements for approximately four people.)

Future maintenance costs are included in the programme.

### FUNDING REQUIRED TO DELIVER PROPOSAL

| TOTAL FUNDING TABLE (£K)                                     | 2005/06     | 2006/07                      | 2007/08 | 2008/09                                 | Total (£K) |
|--|-------------|------------------------------|---------|---|------------|
| FUNDING REQUIRED FROM BSP                                    |             |                              | £80k    | £80k                                    | £160K      |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |             |                              |         |   |            |
| <b>TOTAL FUNDING REQUIRED</b>                                |             |                              | £80k    | £80k                                    | £160K      |
| OTHER FUNDING SOURCES  | AMOUNT (£k) | STATUS (Requested, Approved) |         | COMMENTS                                |            |
| TFL OUTSIDE BSP  |             |                              |         |   |            |
| BOROUGH RESOURCES  |             |                              |         |   |            |
| PARTNERS (please specify)                                    |             |                              |         | A North London Transport Forum proposal |            |
| OTHER (please specify)                                       |             |                              |         |   |            |

| Key Delivery Partners, Dependencies and Risks:   |               |               |  |
|--|---------------|---------------|--|
| Partners – North London Transport Forum<br>Dependencies – funding  |               |               |  |
| Delivering the Mayor's Transport Strategy in the borough:  |               |               |  |
| Improved air quality<br>Enhancing natural habitats and biodiversity along transport corridors.                                 | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)     |
|  | VI            | 7, 12         | 3.Pr2, 3Pr4, 3Pr5, 3.Pr7                     |
| Modal Impact<br>(Please list the Modes affected)   |               |               | Impact<br>(Positive, Negative, Neutral)      |
| Walking  |               |               | Positive                                     |
| Cross Cutting Goals (see section 4.5 of this Guidance)   |               |               | Impact<br>(Positive, Negative, Neutral, N/A) |
| Promoting safety & perception of safety for all travel modes:  |               |               | N/A  |
| Encouraging sustainable means for travel:  |               |               | Positive                                     |
| Balanced road space allocation:  |               |               | N/A  |
| Requirements for sustainable developments:   |               |               | Positive                                     |
| Equality & Inclusion Target Group (please specify): <b>Positive</b> - Minority ethnic groups and faith groups. <b>Negative</b> |               |               | Positive                                     |

## LIP PROPOSAL DELIVERY FORM

|                             |                             |
|-----------------------------|-----------------------------|
| <b>Summary of Proposal:</b> | Greening the fleet campaign |
| <b>Location:</b>            | North London                |
| <b>Dates:</b>               | 2007/8 – 2009/10            |

### Description of Main Elements:

This proposal has been submitted by the North London Transport Forum and is fully supported by the London Boroughs of Barnet, Enfield, Haringey and Waltham Forest. This form 1 has been included in their Local Implementation Plan to demonstrate support for this initiative.

The proposal dovetails with the travel awareness schemes by increasing the choices available to businesses when they are looking at how to improve, update or replace their fleet cars. The key element is to make the environmental impact of a vehicle as important to businesses and drivers as the safety or image of the vehicle.

The campaign to promote conversion of vehicles to alternative more environmentally friendly fuels will have two focuses, namely: Council employees and fleet managers, and large local employers.

The scheme aims to create the conditions for clean fuel vehicles to be practically and economically viable for large employers around the borough.

Finally the scheme will include a promotional campaign amongst local employers emphasising the benefits of alternative fuels (financial, health and environmental) and advise on new technology and buying a cleaner vehicle in the UK.

The campaign includes leaflets, posters, maps and information on appropriate refuelling locations and advice for businesses on what options are available to them, that grants are available and how to apply for them.

### FUNDING REQUIRED TO DELIVER PROPOSAL

| TOTAL FUNDING TABLE (£K)                                     | 2005/06        | 2006/07                            | 2007/08     | 2008/09                                    | Total (£K)  |
|--|----------------|------------------------------------|-------------|--|-------------|
| FUNDING REQUIRED FROM BSP                                    |                |                                    | £20k        | £20k                                       | £40K        |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                |                                    |             |  |             |
| <b>TOTAL FUNDING REQUIRED</b>                                |                |                                    | <b>£20k</b> | <b>£20k</b>                                | <b>£40K</b> |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>Approved) |             | COMMENTS                                   |             |
| TFL OUTSIDE BSP  |                |                                    |             |  |             |
| BOROUGH RESOURCES  |                |                                    |             |  |             |
| PARTNERS (please specify)                                    |                |                                    |             | A North London Transport<br>Forum proposal |             |
| OTHER (please specify)                                       |                |                                    |             |  |             |

| Key Delivery Partners, Dependencies and Risks:  |               |               |  |
|---|---------------|---------------|--|
| Partners – North London Transport Forum, business fleet managers, local employers with large fleets |               |               |  |
| Risks – fleet managers do not come on board   |               |               |  |
| Dependencies - funding  |               |               |  |
| Delivering the Mayor's Transport Strategy in the borough:   |               |               |  |
| Improved air quality  | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)     |
|   | VI            | 7,            | 3.Pr2, 3.Pr7, 4K.Pr4, 4P.Pr4                 |
| Modal Impact<br>(Please list the Modes affected)  |               |               | Impact<br>(Positive, Negative, Neutral)      |
| Car   |               |               | Positive                                     |
| Cross Cutting Goals (see section 4.5 of this Guidance)  |               |               | Impact<br>(Positive, Negative, Neutral, N/A) |
| Promoting safety & perception of safety for all travel modes:                                       |               |               | N/A  |
| Encouraging sustainable means for travel:   |               |               | Positive                                     |
| Balanced road space allocation:   |               |               | N/A  |
| Requirements for sustainable developments:  |               |               | Positive                                     |
| Equality & Inclusion Target Group (please specify):   |               |               | Neutral                                      |

## LIP PROPOSAL DELIVERY FORM

|                             |                          |
|-----------------------------|--------------------------|
| <b>Summary of Proposal:</b> | Healthy Walking Campaign |
| <b>Location:</b>            | North London             |
| <b>Dates:</b>               | 2007/08                  |

### Description of Main Elements:

This proposal has been submitted by the North London Transport Forum and is fully supported by the London Boroughs of Barnet, Enfield, Haringey and Waltham Forest. This form 1 has been included in their Local Implementation Plan to demonstrate support for this initiative.

*“for most people, the easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life. Examples include walking or cycling instead of driving...”.*

Source: Department of Health (2004) At least five a week: Evidence on the impact of physical activity and its relationship to health, London: DH

Health impacts relating to urban public transport are often framed within a narrative of congestion relief and air quality improvements. However, the wider health impacts of public transport interventions which may achieve significant improvements in public health additional to improved air quality, notably through increased physical activity, have largely been ignored or at best underplayed. It is readily acknowledged that public transport journeys will involve walking for at least one trip end. The health benefits derived from walking are, however, generally not acknowledged. Yet the health benefits may be significant and substantially contribute to the recommended weekly minimum of 150 minutes of moderate physical activity.

There is strong evidence to suggest that interventions which promote moderate intensity physical activity and are not facility dependent are associated with longer-term changes in behaviour.

North London wishes to develop a Healthy Walking Campaign which will encourage healthy walking routes linked to the need for daily exercise and the adverse effects of sedentary, car reliant lifestyles. Useful walking routes across North London linking town centres, areas of employment, green spaces, and heritage trails are to be identified.

The healthy walking campaign will be linked to existing campaigns such as walking buses and travel plans. In addition the campaign will be marketed through a range of mediums and will be based on successful models developed by other London boroughs. Current problems that will be addressed by the scheme include:

- Lack of information and inspiration for helping individuals build a healthy life style
- Lack of information regarding potential walking environments
- Increased dependence on the private car for the majority of journeys.

The healthy walking campaign seeks to promote walking as a leisure pastime and as a general purpose mode for distances under 2km. The campaign seeks to advertise the benefits of integrating walking trips into every day life through a variety of mediums, including the internet, leaflets and directly through a series of road shows.

In addition literature will be produced that indicates safe and pleasant walking routes within the borough and the sub region. These routes will link up the sub region key facilities and provide details of routes that can be used for pleasure.

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)                                     |             | 2005/06                      | 2006/07 | 2007/08                                 | 2008/09 | Total (£K) |
|--|-------------|------------------------------|---------|---|---------|------------|
| FUNDING REQUIRED FROM BSP                                    |             |                              |         | £25K                                    |         | £25K       |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |             |                              |         |   |         |            |
| TOTAL FUNDING REQUIRED                                       |             |                              |         | £25K                                    |         | £25K       |
| OTHER FUNDING SOURCES  | AMOUNT (£k) | STATUS (Requested, Approved) |         | COMMENTS                                |         |            |
| TFL OUTSIDE BSP  |             |                              |         |   |         |            |
| BOROUGH RESOURCES  |             |                              |         |   |         |            |
| PARTNERS (please specify)                                    |             |                              |         | A North London Transport Forum proposal |         |            |
| OTHER (please specify)                                       |             |                              |         |   |         |            |

| Key Delivery Partners, Dependencies and Risks:  |               |               |  |
|---|---------------|---------------|--|
| This is a North London Transport Forum proposal.<br>Funding and continued political support   |               |               |  |
| Delivering the Mayor's Transport Strategy in the borough:                                     |               |               |  |
| Encourage walking   | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)     |
|   | VI, III       | 5, 7, 12      | 3.Pr7, 4I.Pr3, 4P.Pr4                        |
| Modal Impact<br>(Please list the Modes affected)  |               |               | Impact<br>(Positive, Negative, Neutral)      |
| Walking<br>Public transport   |               |               | Positive<br>Positive                         |
| Cross Cutting Goals (see section 4.5 of this Guidance)  |               |               | Impact<br>(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:   |               |               | N/A  |
| Requirements for sustainable developments:  |               |               | Positive                                     |
| Equality & Inclusion Target Group (please specify): (older people, children and young people) |               |               | Positive                                     |



## LIP PROPOSAL DELIVERY FORM

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | Developing Freight Quality Partnerships |
| <b>Location:</b>            | North London                            |
| <b>Dates:</b>               | 2007/8 – ongoing                        |

### Description of Main Elements:

This proposal has been submitted by the North London Transport Forum and is fully supported by the London Boroughs of Barnet, Enfield and Haringey. This form 1 has been included in their Local Implementation Plans to demonstrate support for this initiative.

The ability of industry to move freight as efficiently as possible is a major concern in North London. Worsening congestion will affect future private sector investment in the sub-region. North London needs to identify practical actions and develop best practice, including consideration of the use of rail and waterways. This will be done through the development of local Freight Quality Partnerships (FPQs).

Freight quality partnerships seek to identify practical courses of action to move freight as efficiently as possible, without worsening local congestion. Measures investigated by partnerships to date seek to address the ongoing problems faced by the local community stakeholders, such as operators, local authority and businesses and include making better use of rail and waterways for freight.

Building on the success of the Brimsdown Freight Quality Partnership, a similar approach will be used in other areas of concern. In particular, there are freight and delivery problems in several town centres. FQPs reinforce the development of North London's economy and town centres.

Funding is required to inaugurate further FQPS that effectively deal with freight and delivery problems in Wood Green, Edgware, Enfield, Green Lane and High Barnet. Activities will include:

- Identifying scope for further partnerships.
- Identifying and coordinating partners for the FQP
- Identifying the issues surrounding freight and distribution activities in these areas

### FUNDING REQUIRED TO DELIVER PROPOSAL

| TOTAL FUNDING TABLE (£K)                                     | 2005/06     | 2006/07                      | 2007/08     | 2008/09                                 | Total (£K)  |
|--|-------------|------------------------------|-------------|---|-------------|
| FUNDING REQUIRED FROM BSP                                    |             |                              | £20K        | £40K                                    | £60K        |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |             |                              |             |   |             |
| <b>TOTAL FUNDING REQUIRED</b>                                |             |                              | <b>£20K</b> | <b>£40K</b>                             | <b>£60K</b> |
| OTHER FUNDING SOURCES  | AMOUNT (£k) | STATUS (Requested, Approved) |             | COMMENTS                                |             |
| TFL OUTSIDE BSP  |             |                              |             |   |             |
| BOROUGH RESOURCES  |             |                              |             |   |             |
| PARTNERS (please specify)                                    |             |                              |             | A North London Transport Forum proposal |             |
| OTHER (please specify)                                       |             |                              |             |   |             |

|   |                      |                      |  |
|---|----------------------|----------------------|--|
| <b>Key Delivery Partners, Dependencies and Risks:</b>   |                      |                      |  |
| This is a North London Transport Forum proposal<br>Dependencies – Funding, political support, freight operators |                      |                      |  |
| <b>Delivering the Mayor's Transport Strategy in the borough:</b>  |                      |                      |  |
| Reducing congestion, especially in town centres<br>Improve loading  | <b>Priority Area</b> | <b>Target Number</b> | <b>MTS Proposal/ Policy number (Appendix C)</b>      |
|   | III                  | 5, 6, 9              | 4K.Pr2, 4E.Pr8                                       |
| <b>Modal Impact<br/>(Please list the Modes affected)</b>  |                      |                      | <b>Impact<br/>(Positive, Negative, Neutral)</b>      |
| Freight<br>Car<br>Bus   |                      |                      | Positive<br>Positive<br>Positive                     |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>   |                      |                      | <b>Impact<br/>(Positive, Negative, Neutral, N/A)</b> |
| Promoting safety & perception of safety for all travel modes:   |                      |                      | Positive   |
| Encouraging sustainable means for travel:   |                      |                      | Positive   |
| Balanced road space allocation:   |                      |                      | N/A  |
| Requirements for sustainable developments:  |                      |                      | Positive   |
| Equality & Inclusion Target Group (please specify):   |                      |                      | Neutral  |

## LIP PROPOSAL DELIVERY FORM

|                             |                                  |
|-----------------------------|----------------------------------|
| <b>Summary of Proposal:</b> | Haringey Heartlands Regeneration |
| <b>Location:</b>            | North London                     |
| <b>Dates:</b>               | 2006/2007 to 2009/2010           |

### Description of Main Elements:

This proposal has been submitted by the North London Transport Forum and is fully supported by the London Borough of Haringey. This form 1 has been included in Haringey's Local Implementation Plan to demonstrate our support for this initiative.

Haringey Heartlands represents one of the largest development opportunities in North London, and is identified in the London Plan as an area of intensification. The site is important for regenerating North London and attracting new investment. The area comprises mainly large areas of utilities and employment land on either side of the main line railway. The opportunity exists to redress the severance and impermeability of the utilities land and to create a vibrant and attractive new urban quarter which acts as the civic and cultural heart of Haringey, integrating with and benefiting wider communities. Haringey Heartlands provides the opportunity to create an attractive urban environment that dramatically changes the physical, social and economic nature of the surrounding area through a holistic approach to regeneration.

The Vision is to make this a highly accessible part of London with improved transport infrastructure to provide access to and through the area:

- To help bring forward and maximise opportunities for improved public transport services.
- To provide improved interchange at Alexandra Palace and Hornsey Stations and improved linkage from here to Wood Green town centre and Hornsey.
- To provide good bus access and links.
- To develop the eastern utilities land around the needs of the pedestrian and not that of the private car.
- To limit on and off street parking to levels which do not harm access and amenities in the surrounding area.
- To enhance facilities for pedestrians and cyclists.

A key objective is to create good public access to the area and this will require the enhancement of public transport facilities and the provision of appropriate infrastructure. Proposals will therefore focus on promoting accessibility to facilities and services, and offering realistic sustainable transportation choices. The severance created by the railway line and existing roads must be overcome so that access by foot from local stations and bus routes is attractive and easy. Environmental improvements to the pedestrian environment will be required to ensure that the development at Haringey Heartlands is linked into the town centre and surrounding area.

Further funding is sought to continue supporting London Development Agency (LDA) activities as cited in the Regional Economic Development Strategy and the Corporate Plan of the LDA. A detailed assessment of the transport infrastructure need and capacity is proposed to establish issues and options for resolution of these issues and enhancement of current facilities.

| <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                                    |                    |                                     | £50K           | £100K                                 | £150K             |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                    |                                     |                |                                       |                   |
| <b>TOTAL FUNDING REQUIRED</b>                                |                    |                                     | <b>£50K</b>    | <b>£100K</b>                          | <b>£150K</b>      |
| <b>OTHER FUNDING SOURCES</b>                                 | <b>AMOUNT (£k)</b> | <b>STATUS (Requested, Approved)</b> |                | <b>COMMENTS</b>                       |                   |
| TFL OUTSIDE BSP  |                    |                                     |                |                                       |                   |
| BOROUGH RESOURCES  |                    |                                     |                |                                       |                   |
| PARTNERS (please specify)                                    |                    |                                     |                | North London Transport Forum proposal |                   |
| OTHER (please specify)                                       |                    |                                     |                |                                       |                   |

| Key Delivery Partners, Dependencies and Risks:   |               |                  |  |
|--|---------------|------------------|--|
| Partners – North London Transport Forum<br>Dependencies – funding, successful planning application in support of development, political support<br>Risk – future funding not forthcoming |               |                  |  |
| Delivering the Mayor's Transport Strategy in the borough:  |               |                  |  |
| Improving accessibility and social inclusion on the transport network.   | Priority Area | Target Number    | MTS Proposal/ Policy number (Appendix C)       |
|  | VI, VII       | 5, 7, 10, 12, 13 | 4E.Pr13, 4G.Pr10, 4I.Pr2, 4I.Pr8, 4J.Pr5, 3Po8 |
| Modal Impact<br>(Please list the Modes affected)   |               |                  | Impact<br>(Positive, Negative, Neutral)        |
| Rail   |               |                  | Positive                                       |
| Tube   |               |                  | Positive                                       |
| Walking  |               |                  | Positive                                       |
| Cycling  |               |                  | Positive                                       |
| car  |               |                  | Positive                                       |
| Cross Cutting Goals (see section 4.5 of this Guidance)   |               |                  | Impact<br>(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:   |               |                  | Positive                                       |
| Equality & Inclusion Target Group (please specify): (Disabled people, older people, children and young people)   |               |                  | Positive                                       |

## LIP PROPOSAL DELIVERY FORM

|                             |                               |
|-----------------------------|-------------------------------|
| <b>Summary of Proposal:</b> | Upper Lee Valley Regeneration |
| <b>Location:</b>            | North London                  |
| <b>Dates:</b>               | 2006/2007 to 2009/2010        |

### Description of Main Elements:

This proposal has been submitted by the North London Transport Forum and is fully supported by the London Boroughs of Enfield, Haringey and Waltham Forest. This form 1 has been included in their Local Implementation Plan to demonstrate support for this initiative.

The Upper Lee Valley (ULV) is a six-mile corridor extending north from Lea Bridge Road in Waltham Forest, through Tottenham Hale in Haringey to the M25 at the boundary of Enfield and Hertfordshire and east into Waltham Forest, focused around the Lee Valley Regional Park. It comprises one of the largest remaining concentrations of industrial land in London.

The North London local authorities and their private, public and voluntary sector partners are developing a new vision for the ULV for the next 30 years which will put the regional park and the waterways at its heart to transform the area, using and adapting the new town concept to plan and realise a new future for the area. The ULV will embrace a diversity of land uses in the corridor, reflecting the history and character of north London but also acknowledging the need for change and seeking to attain a sustainable mix of uses.

Overall the ULV is the area most in need of transformation in North London and with the greatest potential for development, intensification, and possibly change of use in some of the more marginal areas. It is defined not just by its old industrial past and demography (concentrations of deprivation, ethnic diversity), but also by its physical geography including the Lee navigation canal, the River Lea and reservoirs. It represents one of the largest areas of water within the London boundary, but much of this water is hidden from view behind industrial estates, enclosed within the boundaries of Thames Water land or lying unseen beyond under-used areas of the Lee Valley Regional Park.

Further funding is sought to continue supporting London Development Agency (LDA) activities as cited in the Regional Economic Development Strategy and the Corporate Plan of the LDA. Transport projects in the area will focus on the provision of transport to and within this area, particularly schemes that promote social inclusion for North London residents. A study has been undertaken into the main issues that restrict movement within and across the Upper Lee Valley and potential options for enhancement have been identified. These options include a variety of enhancements to pedestrian and cycle routes such as signage, streetscape improvements and crossing facilities. Options also include potential for enhancing public transport in the area including diversion of bus routes to serve key employment generators.

Proposals for the ULV focus around three areas:

### **Northern Upper Lee Valley**

Improving access and infiltration into key development sites in the areas including Innova Park and Brimsdown estate. Addressing the key barriers of the railway line, River Lea and the A1055. Proposals focus around improvements to the pedestrian and cycling environment on

the A1055 and Ordnance Road. Improvement to rail crossing points particularly at Albany Park and potential for a crossing point over the River Lee

### Central Upper Lee Valley (Including Forest Road/Ferry Lane corridor)

The Central ULV area incorporates the area south of Picketts Lock with the Seven Sisters to Silver Street Rail Line to the west and the North Circular/Blackhorse Lane to the east, as far south as the A503 (Forest Road/ Ferry Lane) and the vicinity of Tottenham Hale Station. The area incorporates the central Leaside Business area. Proposals focus around reducing the barrier of the railway line and the current substandard crossing facilities available, the proposals also look at enhancing the environment for pedestrians and cyclists along key corridors such as Lea Valley Viaduct with a particular emphasis on improving signing and connectivity of the network both internally to the ULV and to the national and London wide networks.

Ferry Lane /Forest Road Route Corridor: The scheme will significantly enhance the pedestrian and cycling environment along this car dominated corridor which is a key gateway to the sub region. The scheme will improve safety and personal security. Including gateway treatments, improved signage from Tottenham Hale Station, new fencing, tree lining and paving improves and the installation of a cycle way along 1 km stretch of Ferry Lane /Forest Road

### Southern Upper Lee Valley

The Southern ULV includes the areas surrounding Lea Bridge Road. The proposals here aim to address the issue of high pedestrian accident rates in this area therefore reducing perceived barriers to walking and cycling.

#### 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                                    |             |                              | £353.5K | £254K                                 | £607.5K    |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |             |                              |         |                                       |            |
| TOTAL FUNDING REQUIRED                                       |             |                              | £353.5K | £254K                                 | £607.5K    |
| OTHER FUNDING SOURCES  | AMOUNT (£k) | STATUS (Requested, Approved) |         | COMMENTS                              |            |
| TFL OUTSIDE BSP  |             |                              |         |                                       |            |
| BOROUGH RESOURCES  |             |                              |         |                                       |            |
| PARTNERS (please specify)                                    |             |                              |         | North London Transport Forum proposal |            |
| OTHER (please specify)                                       |             |                              |         |                                       |            |

| Key Delivery Partners, Dependencies and Risks:   |               |                     |  |
|--|---------------|---------------------|--|
| Partners – North London Transport Forum<br>Dependences – funding, political support<br>Risk – future funding not forthcoming   |               |                     |  |
| Delivering the Mayor's Transport Strategy in the borough:  |               |                     |  |
| Improving accessibility and social inclusion on the transport network.   | Priority Area | Target Number       | MTS Proposal/ Policy number (Appendix C)                           |
|  | VI, VII       | 1, 5, 7, 10, 12, 13 | 4E.Pr13, 4G.Pr10, 4G.Pr22, 4I.Pr 2, 4I.Pr6, 4I. Pr8, 4J. Pr5, 3Po8 |
| Modal Impact<br>(Please list the Modes affected)   |               |                     | Impact<br>(Positive, Negative, Neutral)                            |
| Rail   |               |                     | Positive   |
| Tube   |               |                     | Positive   |
| Walking  |               |                     | Positive   |
| Cycling  |               |                     | Positive   |
| car  |               |                     | Positive   |
| Cross Cutting Goals (see section 4.5 of this Guidance)   |               |                     | Impact<br>(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:   |               |                     | Positive   |
| Equality & Inclusion Target Group (please specify): Positive (disabled people, older people, children and young people, women) |               |                     | Positive   |

## LIP PROPOSAL DELIVERY FORM

|                             |                          |
|-----------------------------|--------------------------|
| <b>Summary of Proposal:</b> | Interchange Improvements |
| <b>Location:</b>            | North London             |
| <b>Dates:</b>               | 2006/2007 to 2009/2010   |

### Description of Main Elements:

This proposal has been submitted by the North London Transport Forum and is fully supported by the London Boroughs of Barnet, Enfield, Haringey and Waltham Forest. This form 1 has been included in their Local Implementation Plan to demonstrate support for this initiative.

JMP were commissioned to produce a sub-regional strategy for prioritising interchange improvements across North London. This was reported in the 'North London Interchange Study: Final Report'. This produced a prioritised list of interchanges across North London which if enhanced would generate clear sub-regional benefits. These interchanges have excellent potential for ABS Station Access schemes to improve access, safety and security in and around the interchange.

North London Transport Forum are examining the potential for innovative station access solutions at the following interchanges:

#### **Alexandra Palace**

Alexandra Place is located on the rail line from Finsbury Park to Peterborough and Stevenage (WAGN), which JMP identified as an opportunity franchise rail line. The station is also within walking distance to Wood Green Station on the Piccadilly Line. Located on the strategic orbital bus network it provides the potential for east-west bus and north-south rail interchange. The rail services have an annual usage of around 0.8 million passengers.

The following measures are highlighted as potential improvements as part of a Station Access scheme:

- Pedestrian crossing facilities on west side of station
- Footway / lighting enhancements around interchange
- Improvements to pedestrian and cycle facilities on bridge over railway line
- Interchange with bus services that currently loop around the station.

#### **Blackhorse Road**

Blackhorse Road is located on both the Victoria Line as well as the rail line from Gospel Oak to Barking (Silverlink), which JMP identified as an opportunity franchise rail line. The station has interchange with four bus routes and is on the LCN+ and the NCN cycle network. The Victoria Line has annual usage of 5 million passengers with a further 0.3 million using rail services from the interchange. The assessment of accessibility revealed that, despite the public transport options available at this interchange, there is still relatively poor access to the public transport network in the area around the interchange. This may in part be due to the relatively low level of bus service provision that is reflected in the low proportion of interchange users (12%) who access the station by bus.

The area surrounding the interchange has been identified as deprived in comparison to the rest of the sub-region. Crime has also been identified as a concern, although the station has reasonable ambience. The physical bus interchange provision is reasonable, although it is located across a number of stops and in some cases with poor signage. Blackhorse Lane and Blackhorse Road have been marked as potential future extensions to the LCN+. Cycle facilities are provided but are in a poor state of repair. There is a requirement for a secure bike shed.

There is a large park and ride facility, which is to be monitored to assess whether there is over provision.

There is an aspiration for a new cycle park at this station along with associated enhanced access. Improved crossing facilities would also provide enhanced access for pedestrians to the station and improve safety.

### **Enfield Chase/Enfield Town**

Enfield Chase and Enfield Town Interchanges are located within 850m of each other. Both provide excellent access to Enfield Town Centre and serve the designated Area Action Plan for the locality.

Enfield Chase is located on the rail line from Finsbury Park to Peterborough and Stevenage (WAGN), which JMP identified as an opportunity franchise rail line. The interchange is located on the strategic orbital bus network and provides the potential for east-west bus and north-south rail interchange. The rail services have an annual usage of around 1.0 million passengers.

Enfield Town is a terminus interchange located on the rail line from Stratford to Enfield Town (ONE), which JMP identified as an opportunity franchise rail line. It is also located on the strategic orbital bus network providing the potential for east-west bus and southbound rail interchange. The rail services have an annual usage of around 1.6 million passengers.

There is considerable potential to improve the connection and the streetscape between the two interchanges. In particular, it has been proposed that an integrated passenger information system that indicated the next available southbound rail service into London would provide considerable benefits for passengers.

### **South Tottenham/Seven Sisters**

Seven Sisters is located on the Victoria Line and on the rail line from Liverpool Street to Enfield Town and Broxbourne (ONE), which JMP identified as an opportunity franchise rail line. The Victoria Line has annual usage of over 9 million passengers with a further 2.6 million using rail services from the interchange. South Tottenham is located approximately 300m south east of Seven Sisters on the rail line from Gospel Oak to Barking (Silverlink) , which JMP identified as an opportunity franchise rail line. It provides interchange with five bus routes and is on the LCN+ cycle network. The rail services have an annual usage of around 0.2 million passengers.

The following measures are highlighted as potential improvements as part of a Station Access scheme:

- Signage between the interchanges
- Safety and security between the interchanges
- Cycle routes to both interchanges and cycle provision at South Tottenham
- Pedestrian access and street-lighting around South Tottenham
- Interchange with buses

### **Wood Green**

Wood Green is located on the Piccadilly Line and provides interchange with 16 bus routes. The rail line from Finsbury Park to Peterborough and Stevenage (WAGN) (which has been identified by JMP as an opportunity franchise rail line) is accessible from Alexandra Palace, which is within 800 metres. Wood Green is also on the LCN+ cycle network. The Piccadilly Line has annual usage of over 8 million passengers. Crime has been identified as a particular concern.

There is considerable potential to address the issues of interchange for bus users, cyclists and pedestrians. Crime is considered to be a problem at this interchange and therefore a scheme that improves security and the ambience in the area could derive significant benefits. This should include improved CCTV coverage outside the station.

### **New Southgate**

New Southgate is located on the rail line from Finsbury Park to Peterborough. Although located in Barnet, its catchment area extends into Enfield and, to a lesser degree, Haringey. It is potentially a key interchange for the local area as there is no tube or rail provision to the northwest until you reach Oakleigh Park. However, the station is not currently well used as it has a very poor crime record with an incident reported at least every month. The station has very poor design with large 8-foot barriers along narrow walkways making visibility very poor. Whilst CCTV is provided on the platforms there is nothing along the walkways or outside the station.

New Southgate is rated D4 within the TfL interchange plan, indicating that, whilst not being a high strategic priority, it is considered to be in poor condition. Over 0.4 million rail passengers use the station per annum.

### **Angel Road**

Angel Road is located on the rail line from Stratford to Broxbourne (ONE), which JMP identified as an opportunity franchise rail line. The interchange is located on the strategic orbital bus network and provides the potential for east-west bus and north-south rail interchange. The rail services have an annual usage of around 44,000 passengers.

The interchange is very poorly located, buried at grade under a flyover, with access only provided from the flyover. This poor access translates to very low patronage and has subsequently led to a very poor train service provision. It remains the only station on the Lea Valley Line that requires substantial upgrade, including the provision of CCTV. Within the station catchment area there are existing high profile businesses, such as Coca Cola, Ikea and Tesco, offering potential patronage. The station is also located within the Central Leaside opportunity area with a high potential for development.

### **Golders Green**

Golders Green is located on the Northern Line (Edgware Branch) and has over 5 million Tube passengers per year. The interchange is also located on the strategic orbital bus network providing the opportunity for interchange between east-west bus movements and the Tube. The interchange is served by 15 bus routes and by National Express, which often results in extreme congestion. The National Express service often has to unload passengers outside the interchange area, resulting in poor interchange access.

There is an opportunity to enhance the access from buses to the station and generally improve the station forecourt areas.

| <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                                    |                        |   | £500K          | £500K                                    | £1000K            |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                        |   |                |  |                   |
| <b>TOTAL FUNDING REQUIRED</b>                                |                        |   | <b>£500K</b>   | <b>£500K</b>                             | <b>£1000K</b>     |
| <b>OTHER FUNDING SOURCES</b>                                 | <b>AMOUNT<br/>(£k)</b> | <b>STATUS<br/>(Requested,<br/>Approved)</b> |                | <b>COMMENTS</b>                          |                   |
| TFL OUTSIDE BSP  |                        |   |                |  |                   |
| BOROUGH RESOURCES  |                        |   |                |  |                   |
| PARTNERS (please specify)                                    |                        |   |                | North London Transport<br>Forum proposal |                   |
| OTHER (please specify)                                       |                        |   |                |  |                   |

| Key Delivery Partners, Dependencies and Risks:  |                |               |   |
|---|----------------|---------------|---|
| Partners – North London Transport Forum   |                |               |   |
| Dependences – ABS funding, political support, scope of works carried out by TfL buses, interchange not being included on key interchange list |                |               |   |
| Risk – future funding not forthcoming   |                |               |   |
| Delivering the Mayor's Transport Strategy in the borough:   |                |               |   |
| Improving accessibility and social inclusion on the transport network.  | Priority Area  | Target Number | MTS Proposal/ Policy number (Appendix C)                                      |
|   | V, IV, VI, VII |               | 3. PO8, 4E. Pr9, 4F. Pr11, 4H. Pr2, 4i. Pr2, 4J. Pr6, 4J. Pr7, 4O.Po1, 4P.Po2 |
| Modal Impact<br>(Please list the Modes affected)  |                |               | Impact<br>(Positive, Negative, Neutral)                                       |
| Rail  |                |               | Positive  |
| Tube  |                |               | Positive  |
| Bus   |                |               | Positive  |
| Walking   |                |               | Positive  |
| Cycling   |                |               | Positive  |
| Cross Cutting Goals (see section 4.5 of this Guidance)  |                |               | Impact<br>(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:  |                |               | Positive  |

|   |          |
|---|----------|
| <b>Equality &amp; Inclusion Target Group (please specify): Positive</b> (disabled people, older people, children and young people, women) | Positive |
|---|----------|

## LIP PROPOSAL DELIVERY FORM

|                             |  |
|-----------------------------|--|
| <b>Summary of Proposal:</b> | Accessibility & security audits at rail interchanges |
| <b>Location:</b>            | All rail stations in the borough                     |
| <b>Dates:</b>               | 2007-10  |

### Description of Main Elements:

Haringey has 11 national rail station interchanges, (see LIP Chapter 2, Table 2.2) of which the 5 have been identified as investment priorities by the Transport for London Interchange Plan (2002). These stations are:

Harringay Green Lanes, South Tottenham, Bruce Grove, White Hart Lane & Tottenham Hale.

Using relevant supporting data gathered from the North London Interchange study, undertaken by consultants on behalf of the North London Transport Forum, and the TfL Interchange Plan, Haringey Council intend to undertake accessibility audits at all rail station interchanges, prioritising with key rail/public transport interchanges identified above.

The audits will identify if/what/where accessibility and security measures are required to improve passenger access to and between the transport interchanges at each rail station. These improvements could include:

- Improvement to the provision of street lightening in the vicinity of rail stations and in the station area such as platforms, ticket office, toilets, waiting rooms and subway links.
- Requirement for adequate CCTV coverage.
- Improved pedestrian footways, crossing and access points into the station.
- Improved drop off points and accessibility from bus services.
- Additional and fully functional help points and information
- Removal of obstacles to accessibility
- Improved signage and crossing points
- Secure cycling parking facilities
- Improved car park access and security
- Provision of direct pedestrian links between rail and bus interchanges
- Improving pedestrian sightline and personal security

Accessibility audits will be undertaken at each rail station interchange to identify the main flow of pedestrian movement at different times of day, including the peak morning and evening commuter flows and the barriers associated with accessibility and personal security issues.

The audits will identify a package of accessibility, safety and security improvements to be funded as a 'Station Accessibility' Scheme, through the TfL Area based scheme stage one process, as demonstrated by the South Tottenham Station scheme detailed in the '010 Access to Rail Stations' Form One. 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).

### FUNDING REQUIRED TO DELIVER PROPOSAL

| TOTAL FUNDING TABLE (£K)                                     | 2005/06        | 2006/07                            | 2007/08 | 2008/09  | Total (£K) |
|--|----------------|------------------------------------|---------|----------|------------|
| FUNDING REQUIRED FROM BSP                                    |                |                                    | 15      | 15       | 30         |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                |                                    |         |          |            |
| <b>TOTAL FUNDING REQUIRED</b>                                |                |                                    | 15      | 15       | 30         |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>Approved) |         | COMMENTS |            |
| TFL OUTSIDE BSP  | 0              |                                    |         |          |            |
| BOROUGH RESOURCES  | 0              |                                    |         |          |            |
| PARTNERS (please specify)                                    | 0              |                                    |         |          |            |
| OTHER (please specify)                                       | 0              |                                    |         |          |            |

| Key Delivery Partners, Dependencies and Risks:   |               |               |   |
|--|---------------|---------------|---|
| Public Transport Operators (Rail and bus operators). TfL. Metropolitan and British Transport Police Crime prevention officers, local residents and community groups and Councillors. Town Centre Managers and local business forums, Council's Community Protection/Safety team & Street crime warden manager. Safer neighbours teams. |               |               |   |
| Delivering the Mayor's Transport Strategy in the borough:  |               |               |   |
| The scheme promotes accessibility to the transport network:  | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)      |
| Improving road safety  |               | 10            |   |
| Improving the street environment around interchanges and the conditions for pedestrians  | I             | 12            | 4I.Pr2 VI                                     |
| Improve accessibility and social inclusion on the transport network  | V             | 7             | 4I.Pr3 VI                                     |
| Improve integration, encourage modal shift and reduce fear of crime  | VI            | 14            | 4G.Pr7 I                                      |
| Modal Impact<br>(Please list the Modes affected)   |               |               | Impact<br>(Positive, Negative, Neutral)       |
| Pedestrians  |               |               | Positive                                      |
| Public Transport users (Rail/Underground & buses)  |               |               | Positive                                      |
| Cyclists   |               |               | Positive                                      |
| Cross Cutting Goals (see section 4.5 of this Guidance)   |               |               | Impact<br>(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:  |               |               | N/AI  |
| Requirements for sustainable developments:   |               |               | Positive                                      |
| Equality & Inclusion Target Group (please specify):  |               |               | Positive                                      |

## LIP PROPOSAL DELIVERY FORM

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | Work Travel Plans                                     |
| <b>Location:</b>            | Large employers and organisations throughout Haringey |
| <b>Dates:</b>               | 2007-2011   |

### Description of Main Elements:

The Council will continue to promote and assist in the implementation of workplace travel plans at all large organisations/businesses, including places of worship and through the planning process for all major retail, business and residential developments across the borough.

Haringey is part of the North Central Travel Plan Network and share a dedicated sub regional workplace travel plan coordinator (with Camden and Islington) to work with businesses within Haringey. This sub regional post is an essential staff resource to enable the borough to increase the number of workplace travel plans that are implemented and assist in the monitoring and evaluation process for established travel plans. All Work Place Travel Plans will be submitted, monitored and evaluated using the I-Trace database. Baseline and bimonthly submissions to TfL will reflect progress on delivering the SMART Targets for Work place travel plan implementation and modal shift delivery.

The Council would like to specifically develop travel plans for the main places of worship within the borough which attract large numbers of visitors from across Haringey and surrounding boroughs on specific days of the week. The main centres of worship are Churches, Mosques, Synagogues and Gurdwara congregations. These centres of worship are well attended which often creates traffic congestion and parking difficulties in the local vicinity. The development of a travel plan for each centre of Worship would create an ideal opportunity for its Congregation to consider their weekly travel habitats when visiting their chosen place of worship and for the Centre and Council to identify accessibility needs. Working with Places of Worship could be an ideal opportunity to develop a partnership between the faith groups to enhance delivery of a modal shift and reduction in congestion across North London.

Travel plans will be sort for all major residential and commercial developments, as stated in the Council's UDP, and the Council will seek to develop Zonal/Area-Based Travel Plans for business parked, commercial centres and for all new regeneration/ business developments within the borough.

Encourage and assist large employers, business parks and industrial estates to adopted work place travel plans which deliver a package of measures designed to reduce single occupancy car usage and the need to travel by car. Staff will be encouraged to adopt healthier, environmentally friendly travel alternatives, such as public transport, cycling, walking car sharing and tele-working.

Match funding will be sort through the North Central Travel Plan budget to encourage large employers to provide cycle parking, locker and shower facilities for staff. Funding will be sort for opportunities to establish Car Clubs for new developments, within Work Place Travel Plan proposals and within existing CPZ's and Council public car parks.

Funding is necessary to support the publicity campaign for the development and launch of Haringey Council's internal staff travel plan. The Council aims to develop and launch a Council Staff travel plan covering all major Council Office locations in 2007-08, as the borough's 'flagship' travel plan for delivering a modal shift for work related journeys across Haringey and neighbouring boroughs. We will set a target to reduce single occupancy car journeys by 20%.

Travel awareness materials will be produced to support the work of the sub regional coordinator in promoting the benefits to businesses and their employees and to ensure staff are informed of their travel choices and motivated to consider reducing their reliance on sole occupancy car usage for their journeys to work.

Promote use of video conferencing techniques for workshops, presentations and meeting where possible. Arrange pilot schemes for test-driving alternative fuelled vehicles (& electric bikes) at businesses and industrial estates.

Expand modal shift monitoring process for the number of organisations with written travel plan.

### 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                                  | 15        | 20        | 35         |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) | 0              | 0                                  | 0         | 0         | 0          |
| <b>TOTAL FUNDING REQUIRED</b>                                | <b>0</b>       | <b>0</b>                           | <b>15</b> | <b>20</b> | <b>35</b>  |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>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 Partner: TfL funded sub regional work place travel plan coordinator post, through the North Central Travel-plan network   |               |                  |  |
| The Council's Planning and development, regeneration teams and building consultancy will be key internal delivery partners. Places of Worship and local business forums will be key community partners in establishing area based travel plan clusters  |               |                  |  |
| <b>Delivering the Mayor's Transport Strategy in the borough:</b>  |               |                  |  |
| The development of work place travel plans will deliver the following priority areas of the Mayors Transport Strategy.<br><br>Priority Area 3 - To reduce traffic congestion through the introduction work place travel plans which identify measures to reduce the necessity to travel by car<br><br>Priority Area 6 - The introduction of work place travel plans encourage walking<br><br>Priority Area 7 - The introduction of work place travel plans encourage cycling. | Priority Area | Target Number    | MTS Proposal/ Policy number (Appendix C)             |
|   | III           | 1<br>2           | 3.Po7, 3.Pr2, 3.Pr7,<br>4H.Pr3,                      |
|   | VI            | 3                | 4K.Pr4,  |
|   | VII           | 7 & 8<br>12 & 13 | 4P.Pr4   |
|   |               |                  |  |
| <b>Modal Impact</b><br>(Please list the Modes affected)   |               |                  | <b>Impact</b><br>(Positive, Negative, Neutral)       |
| Motor vehicles – inc alternatively fuelled vehicles   |               |                  | Positive   |
| Cycling   |               |                  | Positive   |
| Walking   |               |                  | Positive   |
| Public transport  |               |                  | Positive   |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>   |               |                  | <b>Impact</b><br>(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   |

## LIP PROPOSAL DELIVERY FORM

|                             |                                  |
|-----------------------------|----------------------------------|
| <b>Summary of Proposal:</b> | Pedestrian accessibility schemes |
| <b>Location:</b>            | Borough wide                     |
| <b>Dates:</b>               | 2007-2012                        |

**Description of Main Elements:**

The Council is actively seeking to promote walking in the Borough and a key objective of this is to improve the security, safety and convenience of walking in the Haringey.

In order to increase the number of journeys undertaken on foot the Council is keen to improve pedestrian access to key destinations, particularly schools, Town Centres, leisure facilities, rail stations, transport interchanges and bus stops and locations where elderly may need to visit such as OAP homes, hospitals, health centres, local amenities, libraries and day centres.

It is proposed to audit the key routes to these destinations and develop a program of implementing dropped crossing and installing tactile paving along these pedestrian routes.

The Council estimates an average of £75K per year for the next five years will be required to complete these proposals. These proposals support the need to undertake comprehensive Community Street Audits and will complement the Town Centre scheme proposals and provide improved access to complement the Bus Stop Accessibility programme.

### FUNDING REQUIRED TO DELIVER PROPOSAL

| TOTAL FUNDING TABLE (£K)                                     | 2005/06        | 2006/07                            | 2007/08  | 2008/09 | Total (£K) |
|--|----------------|------------------------------------|----------|---------|------------|
| FUNDING REQUIRED FROM BSP                                    | 0              | 40                                 | 75       | 75      | 190 +      |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) | 0              | 0                                  | 0        | 0       | 0          |
| TOTAL FUNDING REQUIRED                                       | 0              | 40                                 | 75       | 75      | 190 +      |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>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>  |                      |                      |   |
|--|----------------------|----------------------|---|
| <p>Key Delivery Partners - TfL . All design work for walking infrastructure, pedestrian accessibility, safety and environmental enhancements will be implemented in accordance with the Council's Highways engineering specifications, the Haringey streetscape Manual and guidance from the Walking Plan for London and the DfT Traffic Advisory Unit.</p> <p>Consultation with all sectors of the local community including local residents and tenants associations, traders and businesses, transport providers, emergency services, local crime prevention officers, councillors, council officers (transport planners, traffic engineers, town centre managers), Transport for London, property developers, civic societies, environmental and cycling groups, youth and community groups, Church groups, retirement homes/sheltered housing units/ housing associations, access and disability groups, ethnic minority groups, pensioners groups, health walk groups, and major land owners.</p> <p>Dependencies &amp; Risks: Funding</p> |                      |                      |   |
| <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  |                      | 7                    | 4I.Pr2 VI   |
| Improving the street environment and the conditions for pedestrians  | 1                    | 10                   | 4I.Pr3 VI   |
| Improve accessibility and social inclusion on the transport network  | 5                    | 12                   | 4G.Pr7 I  |
| Improve integration, encourage modal shift, encourage use of street space and reduce fear of crime   | 6                    | 14                   | 4I.Pr8  |
| <b>Modal Impact</b><br><b>(Please list the Modes affected)</b>   |                      |                      | <b>Impact</b><br><b>(Positive, Negative, Neutral)</b>       |
| Walking  |                      |                      | Positive  |
| Public Transport   |                      |                      | Positive  |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>  |                      |                      | <b>Impact</b><br><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>   |                      |                      | 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> | Walking - Community Street Audits |
| <b>Location:</b>            | Haringey Town Centres             |
| <b>Dates:</b>               | 2007/08 - 08/09 - 09/10           |

### Description of Main Elements:

Undertake the 'Living Streets' Community Street Audit in Haringey's main town centres to identify physical and social/behavioural barriers to walking in the streetscape and public spaces in these town centres. The audit report will identify a range of improvements to encourage walking and the utilisation of the local communities' public spaces.

The report of the Community Street Audit will identify the most significant barriers to promoting walking and sustainable transport in these town centres and will engage representatives from all sectors of the local community in identifying a comprehensive range of achievable improvements that can be implemented quickly and at a low cost. The audit process will also highlight how local solutions to local walking barriers can assist in the delivery of local economic regeneration, crime and disorder reduction, public service improvements and road casualty reduction targets.

The Community Street Audit will deliver a range of local walking improvements, in partnership with the local community, to create and manage a streetscape that encourages walking, contributes to a safer neighbourhood, reduces the fear of crime (by designing crime opportunities out of the streetscape) and facilitates a healthier and vibrant local community.

This scheme will stimulate modal shift to walking by encourage more people to choose to walk and socialise in and around the vicinity of the boroughs town centres. Schemes will be identified to encourage social inclusion and generate greater civic pride amongst the local community.

Undertaking a Community Street Audit supports and delivers the following objectives of Haringey's Walking Strategy and the Walking Plan for London; to improve existing access and incentives to walk to popular destinations, including the public transport network, by improving sightlines, enhancing ambience, quality and improving safety and personal security for pedestrians.

The Community Street Audits will have a systematic approach using the following checklist of seven audit categories.

- Footway surfaces and obstructions
- Facilities and signage
- Maintenance and enforcement issues
- Personal security
- Crossing points and desire lines including pedestrian crossing improvements and Traffic restraint
- Road layout and space allocation
- Aesthetics

Several street audits will be undertaken in each town centre along popular pedestrian routes, identifying the main flow of pedestrian movement at different times of day, including the peak morning and evening commuter flows and the barriers associated with certain routes at different times of day and the barriers perceived by different sectors of the local community.

The audits will provide walking infrastructure schemes described in Form One: 014.

### FUNDING REQUIRED TO DELIVER PROPOSAL

| TOTAL FUNDING TABLE (£K)                                     | 2005/06        | 2006/07                            | 2007/08             | 2008/09 | Total (£K) |
|--|----------------|------------------------------------|---------------------|---------|------------|
| FUNDING REQUIRED FROM BSP                                    |                |                                    | 30                  | 30      | 60         |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                |                                    | 0                   | 0       | TBC        |
| TOTAL FUNDING REQUIRED                                       |                |                                    | 30                  | 30      | 60         |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>Approved) | COMMENTS            |         |            |
| TFL OUTSIDE BSP  |                |                                    |                     |         |            |
| BOROUGH RESOURCES  | 5              | TBC                                | Town Centre Funding |         |            |
| PARTNERS (please specify)                                    |                |                                    |                     |         |            |
| OTHER (please specify)                                       |                |                                    |                     |         |            |

| <b>Key Delivery Partners, Dependencies and Risks:</b>   |                      |                      |  |
|---|----------------------|----------------------|--|
| <p>Key Delivery partners: Living Street &amp; TfL. All design work for walking infrastructure, pedestrian accessibility, safety and environmental enhancements will be implemented in accordance with the Council's Highways engineering specifications, the Haringey streetscape Manual and guidance from the Walking Plan for London and the DfT Traffic Advisory Unit.</p> <p>Consultation with all sectors of the local community including local residents and tenants associations, traders and businesses, transport providers, emergency services, local crime prevention officers, councillors, council officers (transport planners, traffic engineers, town centre managers), Transport for London, property developers, civic societies, environmental and cycling groups, youth and community groups, Church groups, retirement homes/sheltered housing units/ housing associations, access and disability groups, ethnic minority groups, pensioners groups, health walk groups, and major land owners.</p> <p>The Community Street Audit teams will comprise of representatives from the above groups and organisations and will be lead in partnerships by Living Streets.</p> <p>Dependencies &amp; Risks: Funding</p> |                      |                      |  |
| <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                   | 4I.Pr2 VI  |
| Improving the street environment and the conditions for pedestrians   | I                    | 12                   | 4I.Pr3 VI  |
| Improve accessibility and social inclusion on the transport network   | V                    | 7                    | 4G.Pr7 I   |
| Improve integration, encourage modal shift, encourage use of street space and reduce fear of crime  | VI                   | 14                   |  |
| <b>Modal Impact</b><br>(Please list the Modes affected)   |                      |                      | <b>Impact</b><br>(Positive, Negative, Neutral)       |
| Pedestrians   |                      |                      | Positive   |
| Public Transport  |                      |                      | Positive   |
| Motor vehicles  |                      |                      | Neutral  |
| Cyclist   |                      |                      | Neutral  |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>   |                      |                      | <b>Impact</b><br>(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>  |                      |                      | Positive   |

## LIP PROPOSAL DELIVERY FORM

|                             |                                     |
|-----------------------------|-------------------------------------|
| <b>Summary of Proposal:</b> | Protection of Biodiversity          |
| <b>Location:</b>            | Transport corridors across Haringey |
| <b>Dates:</b>               | 2007-10                             |

### Description of Main Elements:

Identify, implement and promote best practice management for the protection, enhancement and creation of biodiversity along transport corridors in Haringey, such as:

Railway embankments

Road side and pavement verges

Roundabouts

Council tree planning and maintenance initiative. Including street trees bases & hedgerows

Off street footpaths and cycling routes: (Including Lea Valley Park, Haringey's Parkland Walk, access into Hampstead Heath, Highgate Wood, Queens Wood, and the boroughs parks and cemeteries.

In conjunction with the Council's Natural Conservation/Biodiversity Officers, prepare a management & maintenance plan for roadside verges. Issues to be considered should include:

Relax mowing regimes to allow development of wild flowers.

Avoid use of pesticides, and herbicides.

Hedge and tree pruning should only take place in winter

Where verge habitat is damaged or destroyed it should be reinstated and guidance sort to avoid inappropriate planting (i.e. Non native & dominant species)

Avoid removal of trees & hedges, which are considered to be potentially supporting bats.

Reduce unnecessary light and noise pollutions emitted from new transport schemes and transport provision for new developments

Undertake ecological surveys of road verges, cycle and walking routes thought to have value for biodiversity. (5K)

Work in partnership with the Corporation of London and neighbouring boroughs to protect and enhance the biodiversity of Hampstead health, Highgate Road and the Lea Valley Regional Park and the safety of its visitors by introducing traffic calming measures to reduce vehicle speeds on borough roads running though and on the boundary of Forest land and open spaces.

All transport related schemes undertaken by the Council will have been evaluated by the Strategy Environmental Assessment of Haringey's Local Implementation Plan, to ensure these do not result in an adverse impact on the local environment and the biodiversity contained within it.

### FUNDING REQUIRED TO DELIVER PROPOSAL

| TOTAL FUNDING TABLE (£K)                                     | 2005/06     | 2006/07                         | 2007/08  | 2008/09 | Total (£K) |
|--|-------------|---------------------------------|--|---------|------------|
| FUNDING REQUIRED FROM BSP                                    |             |                                 | 0  | 5       | 5          |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |             |                                 |  |         |            |
| <b>TOTAL FUNDING REQUIRED</b>                                |             |                                 | 0  | 5       | 5          |
| OTHER FUNDING SOURCES  | AMOUNT (£k) | STATUS<br>(Requested, Approved) | COMMENTS   |         |            |
| TFL OUTSIDE BSP  |             |                                 |  |         |            |
| BOROUGH RESOURCES  | tbc         |                                 |  |         |            |
| PARTNERS (please specify)                                    |             |                                 |  |         |            |
| OTHER (please specify)                                       |             |                                 | Potential Section 106 contribution from new development proposal |         |            |

| <b>Key Delivery Partners, Dependencies and Risks:</b>   |               |               |  |
|---|---------------|---------------|--|
| Corporation of London, TfL, Nature Conservation/ Biodiversity Officers. Highways and Public transport maintenance contractors. Nature conservation groups & local residents |               |               |  |
| Possible negative impacts if sensitive biodiversity management procedures are not introduced  |               |               |  |
| <b>Delivering the Mayor's Transport Strategy in the borough:</b>  |               |               |  |
| Protection and enhancement of open space and the biodiversity of the borough  | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)             |
|   | VI            | 6,12          | 3.Pr5  |
| <b>Modal Impact</b><br>(Please list the Modes affected)   |               |               | <b>Impact</b><br>(Positive, Negative, Neutral)       |
| Pedestrians   |               |               | Positive   |
| Cyclists  |               |               | Neutral  |
| Public Transport Users (rail & bus)   |               |               | Neutral  |
| Car users   |               |               | Neutral  |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>   |               |               | <b>Impact</b><br>(Positive, Negative, Neutral, N/AI) |
| Promoting safety & perception of safety for all travel modes:   |               |               | N/AI   |
| Encouraging sustainable means for travel:   |               |               | Neutral  |
| Balanced road space allocation:   |               |               | Neutral  |
| Requirements for sustainable developments:  |               |               | Positive   |
| Equality & Inclusion Target Group (please specify):   |               |               | N/AI   |

## LIP PROPOSAL DELIVERY FORM

|                             |                                 |
|-----------------------------|---------------------------------|
| <b>Summary of Proposal:</b> | Cycle & walking green corridors |
| <b>Location:</b>            | Borough wide                    |
| <b>Dates:</b>               | 2005/06 – 2008/09               |

### Description of Main Elements:

The borough is keen to encourage the development of cycling and walking through parks and green corridors; the London borough of Haringey has prioritised three main green corridors. These are:

- 1) Park Land Walk
- 2) The Highgate Station to Alexandra Park Station green link
- 3) The Finsbury Park to White Hart Lane Station green link.

#### 1) Green Corridor: Park Land Walk

The Park Land Walk green cycle corridors, links Stroud Green Road on the southern end of the borough via Finsbury Park to Highgate Station on Archway Road. The Southern end of the link from Stroud Green Road to Oxford Road Bridge was implemented in 2005/06 financial year. We intend to implement the other section of the link between 2007/8 and 2008/9 pending the ecology survey to be carried out in the 2006/7 financial year as summarised in the table below.

#### 2) Green Corridors Highgate Station to Alexandra Palace Station.

The proposed Green corridor links Highgate station to Alexandra Park Station via the Queens Woods the northern section of Park Land Walk, Grove Park and Alexandra Park.

The proposed route is 4.2km long with 85% of the link been traffic free.

The London Borough of Haringey has been allocated funding of £60k for the 2006/7 financial year to undertake a green feasibility design and part implementation. The proposed funding allocation can be found in the table

#### 3) Green Corridor Finsbury Park to White Hart Lane Station

The proposed green corridor links Finsbury Park to White Hart lane via Chest Nut Park, Downhill Park, Lordship recreational Ground, Bruce Castle Park and Tottenham Cemetery.

The Proposed route is 5.4 km long with more that 60% of the route been traffic free or traffic calmed.

The London borough of Haringey has received funding of £60k to undertake feasibility, design and part implementation of the route. The proposed funding allocation can be found in the table below.

The table below summaries the funding required for the completion of the 3 Green Corridors detailed above.

| Green Corridor                               | FUNDING |         |         |         |
|--|---------|---------|---------|---------|
|  | 2005/06 | 2006/07 | 2007/08 | 2008/09 |
| Park Land Walk                               | 89      | 40      | 180     | 160     |
| Highgate Station to Alexandra Palace Station | -       | 60      | 340     | 0       |
| Finsbury Park to White Hart Lane Station     | -       | 60      | 230     | 0       |

| <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                                   | 0              | 0  | 0                 |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) | 89                 | 160                                 | 750            | 160  | 1159              |
| <b>TOTAL FUNDING REQUIRED</b>                                | <b>89</b>          | <b>160</b>                          | <b>750</b>     | <b>160</b>   | <b>1159</b>       |
| <b>OTHER FUNDING SOURCES</b>                                 | <b>AMOUNT (£k)</b> | <b>STATUS (Requested, Approved)</b> |                | <b>COMMENTS</b>                                    |                   |
| TFL OUTSIDE BSP  | 1159               | Requested and approved              |                | Approval for corridors 2 and 3 received for 2006/7 |                   |
| 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:                 |               |               |   |
| Encouraging more people to take up cycling and walking<br>Health benefits | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)      |
|   | VI: Walking   | 12            | 4I Pr2  |
|   | VII. Cycling  | 13            | 4J.Pr4  |
| Modal Impact<br>(Please list the Modes affected)                          |               |               | Impact<br>(Positive, Negative, Neutral)       |
| Cycling   |               |               | Positive                                      |
| Cross Cutting Goals (see section 4.5 of this Guidance)                    |               |               | Impact<br>(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> | Strategic Walking Routes           |
| <b>Location:</b>            | The Capital Ring & Lea Valley Walk |
| <b>Dates:</b>               | 2006-09                            |

### Description of Main Elements:

Two of the six London strategic walks are routed through Haringey.

1. The Capital Ring – Walk 12 & Walk 13 of the Capital Ring pass through the heart of the borough.
2. The Lea Valley Walk follows the entire length of the Borough's western boundary and sections of the path are an important recreational and commuting link for both pedestrians and cyclists.

Footpath surface and structural maintenance, seating, improved signage, information boards, leaflet publicity updates, walking promotion, illegal dumping clearance and wildlife habitat protection in sensitive areas along these routes are the types of schemes to be carried out to improve these existing walking routes.

The borough has identified that Section 13 of the Capital Ring Walk requires urgent footpath surface repairs in Queens Wood section (In Haringey) for which the borough is liaising with the Capital Ring Project Manager and the Strategic Walks officer at the Corporation of London to ensure these works are scheduled for funding in 07/08 if sufficient funding can not be allocated in 2006/07.

The Council will continue to support the pan London Borough funding submission for strategic walking routes submitted to TfL. This funding information is provided by the cross London Partnership for Strategic Walking, lead by the Corporation of London.

### FUNDING REQUIRED TO DELIVER PROPOSAL

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

| Key Delivery Partners, Dependencies and Risks:   |               |               |  |
|--|---------------|---------------|--|
| Corporation of London (Lead borough for organising steering group for London's Strategic walks), Lea Valley Regional Park, TfL & local pedestrian and conservation groups. |               |               |  |
| Delivering the Mayor's Transport Strategy in the borough:  |               |               |  |
|  | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)     |
| Encourage walking  | VI            | 12            | 4I.Pr2<br>4I.Pr6<br>4I.Pr2                   |
| Modal Impact<br>(Please list the Modes affected)   |               |               | Impact<br>(Positive, Negative, Neutral)      |
| Pedestrians<br>Cyclists  |               |               | Positive<br>Positive                         |
| Cross Cutting Goals (see section 4.5 of this Guidance)   |               |               | Impact<br>(Positive, Negative, Neutral, N/A) |
| Promoting safety & perception of safety for all travel modes:  |               |               | Neutral                                      |
| Encouraging sustainable means for travel:  |               |               | Positive                                     |
| Balanced road space allocation:  |               |               | N/A  |
| Requirements for sustainable developments:   |               |               | Positive                                     |
| Equality & Inclusion Target Group (please specify):  |               |               | Neutral                                      |

## LIP PROPOSAL DELIVERY FORM

|                             |                              |
|-----------------------------|------------------------------|
| <b>Summary of Proposal:</b> | Alternative fuelled vehicles |
| <b>Location:</b>            | Haringey Council             |
| <b>Dates:</b>               | 2007 - 2011                  |

**Description of Main Elements:**

Haringey Council has no alternatively fuelled pool vehicles at any of the Council's Offices for staff to access sites in the borough. (With the exception of one vehicle used for Library services)

The Council would like to purchase 3 electric vehicles (MEGA VEHICLES or similar make) for the Council's Planning, Street Scene/Highways Maintenance staff to use for site visits and daily delivery operations. One vehicle will be located at the '639 High Road N17' site, one vehicle at 'River Park House' and one vehicle at the Civic Centre. Evaluation of the MEGA VEHICLE and the GWIZ models are being undertaken and feedback is being obtained from Waltham Forest Council, who have recently purchased Mega Vehicles for use in their Council fleet of pool cars.

Haringey Council's pool vehicles would be provided with a designated/ reserved and secure parking space, with a charging point. The ongoing maintenance, tax & insurance costs will be covered by the Council's relevant departmental funds.

The alternatively fuelled vehicles will contribute to the Council's efforts to reduce the negative impact of its operations on air quality and will reduce the Council's contribution to CO<sub>2</sub> emissions. The vehicles will also be used at Good Going events to generate publicity and promote the financial, health and environmental benefits of converting vehicles to green fuels/alternative fuels.

The purchase of these vehicles will support the objectives of Council's air quality action plan targets and assist in the development of the Council's Internal work place travel plan by providing a key alternative transport resource for staff. Access to a greener fuelled vehicle will reduce the necessity for staff to bring their own vehicle to work to undertake site visits. This will reduce the daily car usage of Council staff and reduce the pressure on the limited parking provision and consequently congestion it creates in the vicinity of the Council's offices.

### 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                                  | 70   | 0        | 70         |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) | 0              | 0                                  | 0  | 0        | 0          |
| <b>TOTAL FUNDING REQUIRED</b>                                | <b>0</b>       | <b>0</b>                           | <b>70</b>                                    | <b>0</b> | <b>70</b>  |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>Approved) | COMMENTS                                     |          |            |
| TFL OUTSIDE BSP  |                |                                    |  |          |            |
| BOROUGH RESOURCES  | 2              |                                    | Ongoing vehicle<br>maintenance/tax/insurance |          |            |
| PARTNERS (please specify)                                    |                |                                    |  |          |            |
| OTHER (please specify)                                       |                |                                    |  |          |            |

| Key Delivery Partners, Dependencies and Risks:  |               |               |  |
|---|---------------|---------------|--|
| Partners and dependencies:<br><b>Internal:</b> Air quality Officer, Fleet Operations team, Planning /Transportation/ Street Scene Departments<br><b>External:</b> Transport for London                        |               |               |  |
| Delivering the Mayor's Transport Strategy in the borough:   |               |               |  |
| Boroughs are required to identify potential facilities for alternative cleaner fuels and the Council will continue to explore ways of increasing alternative fuel conversions in the Councils vehicle fleets. | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)     |
|   | 3             | 8             | 4K.Pr4                                       |
| Modal Impact<br>(Please list the Modes affected)  |               |               | Impact<br>(Positive, Negative, Neutral)      |
| Car use   |               |               | Neutral                                      |
| Vehicular Transport – Fleet Vehicles  |               |               | Positive                                     |
| Cross Cutting Goals (see section 4.5 of this Guidance)  |               |               | Impact<br>(Positive, Negative, Neutral, N/A) |
| Promoting safety & perception of safety for all travel modes:   |               |               | Neutral                                      |
| Encouraging sustainable means for travel:   |               |               | Positive                                     |
| Balanced road space allocation:   |               |               | Neutral                                      |
| Requirements for sustainable developments:  |               |               | Positive                                     |
| Equality & Inclusion Target Group (please specify):   |               |               | Neutral                                      |

## LIP PROPOSAL DELIVERY FORM

|                             |                             |
|-----------------------------|-----------------------------|
| <b>Summary of Proposal:</b> | Haringey's Pool Bike scheme |
| <b>Location:</b>            |                             |
| <b>Dates:</b>               | 2007 – 2008                 |

### Description of Main Elements:

Haringey Council are seeking funding to implement an electric bike pilot scheme at River Park House, River Park house is in the centre of Wood Green, the location chose as it has good high Public Transport Accessibility Level (PTAL). The aim of the scheme it to reduce the dependency of car for site visits, encourage more staff to use public transport to travel to and from work. This aim to reduce the number of staff who currently uses their cars for work with the intention of using them for site visits.

The site is ideal for a pilot scheme as River Park House has 800 staff including the Street Scene Team who conduct site visits on a daily basis. The site is also close to Alex house, which also has a high concentration of staff, 400 in total. As well as daily use for site visits the bike would be used, to promote sustainable transport under the Good Going Champaign taking part in exhibitions and promotions.

River park house has limited parking space available for staff, the pilot scheme seek to readdress the growing demand for parking in a location were there is limited parking available.

The electric bike pilot scheme will help to achieve the mayor's environmental strategies and targets, by reducing road traffic, encouraging modal shift, increase usage of public transport, increase usage of cleaner road vehicle. All of the above benefits will result in a reduction in CO<sub>2</sub>, SO<sub>x</sub>, NO<sub>x</sub> and PM<sub>10</sub> emissions in line with the Mayor's targets.

### Summary Objectives

- Promoting sustainable transport resulting
  - Reduced car usage
  - Increase exercise and wellbeing for staff
  - Reduce car dependency
  - Improve accessibility to sites in the Borough
  - Reduced demand for car parking space
  - Reduced pollution and noise
  - Increase social interaction between public and Local authority.

### Scheme Cost

It is estimated that the cost of the pilot scheme will be £25.5k this include the purchase of 7 electric bikes and 2 convention bikes, plus: locks, charging points, and servicing; detailed pricing can be found below.

| Element                                | Quantity | Cost           |
|--|----------|----------------|
| E-bikes                                | 7        | £10,500        |
| Conventional bikes                     | 2        | £3200          |
| Back-up power packs                    | 7        | £1,400         |
| Locks                                  | 7        | £540           |
| Charging points at two locations       | 2        | £4,000         |
| Servicing and maintenance over 3 years | 7        | £2,500         |
| Electronic booking system              | 1        | £5,000         |
| <b>Total</b>                           |          | <b>£27,140</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                                    |                    |  |                | 28              | 0              | 28                |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                    |  |                |                 |                | 0                 |
| TOTAL FUNDING REQUIRED                                       |                    |  |                | 28              | 0              | 28                |
| <b>OTHER FUNDING SOURCES</b>                                 | <b>AMOUNT (£k)</b> | <b>STATUS</b><br>(Requested, Approved) |                | <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>  |               |               |   |
|--|---------------|---------------|---|
| Partners: TfL, Council Staff   |               |               |   |
| Dependencies: Funding  |               |               |   |
| <b>Delivering the Mayor's Transport Strategy in the borough:</b>   |               |               |   |
| 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)  |
|  | III           | 7             | 4J.Pr7                                    |
| Encourage a modal trip away from car usage   | VII           | 13            |   |
|  |               |               | Impact (Positive, Negative, Neutral)      |
| Pedestrians  |               |               | Positive                                  |
| Cyclists   |               |               | Positive                                  |
| Public Transport   |               |               | Positive                                  |
| Motor Vehicles   |               |               | Positive                                  |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>  |               |               | 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:  |               |               | N/A                                       |
| Requirements for sustainable developments:   |               |               | N/A                                       |
| 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> | Promotion of sustainable transport in school curriculum               |
| <b>Location:</b>            | Schools borough wide (identified through School Travel Plan Strategy) |
| <b>Dates:</b>               | 2005 – 2009   |

### Description of Main Elements:

Resources for teaching staff to link sustainable transport into lessons and events at all schools with a STP in place or in process of developing a STP.

Haringey's School Travel Plan Strategy will ensure that every Infant, Junior, Primary, Secondary, Special and Independent School within Haringey promotes sustainable transport through the school curriculum, as part of each school's own site specific travel plan with the aim to increase the number of children, parents and school employees walking, cycling, car sharing and travelling by public transport for their daily journey to and from School.

**School curriculum / classroom activities:** Can influence pupils to develop healthy, environmentally sustainable travel habits, which they will take on to secondary school and into adulthood. Pupils often take this behaviour home and can influence the travel behaviour of their parents, guardians and friends.

Curriculum class room activities can include:

Safe route to school planning in Geography

Distances travelled and travel surveys analysis in maths

Road safety role play with Council accident prevention officers

Health benefits of being active and exercising through walking and cycling to school.

Design, publicity and promotional work

Bike shed and safe routes to school designs in CDT/ Engineering.

Environmental Studies involving air quality/climate change

| TOTAL FUNDING TABLE (£K)                                     | 2005/06        | 2006/07                            | 2007/08 | 2008/09  | Total (£K) |
|--|----------------|------------------------------------|---------|--|------------|
| FUNDING REQUIRED FROM BSP                                    |                | 0                                  | 20      | 30   | 50         |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                |                                    |         |  |            |
| TOTAL FUNDING REQUIRED                                       |                | 0                                  | 20      | 30   | 50         |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>Approved) |         | COMMENTS   |            |
| TFL OUTSIDE BSP  | 0              |                                    |         |  |            |
| BOROUGH RESOURCES  | 0              |                                    |         |  |            |
| PARTNERS (please specify)                                    | 0              |                                    |         |  |            |
| OTHER (please specify)                                       | £5K            | To be requested                    |         | Capital Grant supplied by the DfES on approval of the School's Travel Plan |            |

| <b>Key Delivery Partners, Dependencies and Risks:</b>   |               |                  |   |
|---|---------------|------------------|---|
| <p>The School Travel Plan process at each school involved consultation with the whole school community (staff, parents, pupils, governors). The plan has been approved by the Borough at Assistant Director level in both the Education and Transportation Departments and by the London Regional School Travel Advisor.</p> <p>Dependencies: School commitment and staff resources</p> <p>Risks: No funding</p>  |               |                  |   |
| <b>Delivering the Mayor's Transport Strategy in the borough:</b>  |               |                  |   |
| <p>The development of School Travel plans will deliver the following priority areas of the MTS:</p> <p>Priority Area 1 – Improving road safety for school children</p> <p>Priority Area 3 – Reducing traffic congestion through encouraging children and parents/carers and staff to walk, cycle or use public transport for the journey to school.</p> <p>Priority Area 6 - Encourage an increase in the number of children walking to school, through initiatives identified within each school travel plan such as the walking bus and Walk on Wednesdays (WOW)</p> <p>Priority Area 7 – The Council will continue to introduce cycle training for school children and STP's will identified cycling infrastructure improvements</p> | Priority Area | Target Number    | MTS Proposal/ Policy number (Appendix C)  |
|   | 1             | 1                | 4G.Pr9                                    |
|   | 3             | 2                | 4G pr7                                    |
|   | 6             | 3                | 4I. Pr3                                   |
|   | 7             | 7 & 8<br>12 & 13 | 4J.Pr7 vii<br>4P.Pr4 iii                  |
|   |               |                  | Impact (Positive, Negative, Neutral)      |
| Pedestrians   |               |                  | Positive                                  |
| Cyclists  |               |                  | Positive                                  |
| Public Transport  |               |                  | Positive                                  |
| Motor Vehicles  |               |                  | Positive                                  |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>   |               |                  | 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:   |               |                  | N/A                                       |
| Requirements for sustainable developments:  |               |                  | N/A                                       |
| 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> | Motorcycle Parking Provision |
| <b>Location:</b>            | Borough wide                 |
| <b>Dates:</b>               | 2007 - 2008                  |

**Description of Main Elements:**

Haringey Council proposes to carry out an audit of existing motor cycle parking facilities to establish where extra motorcycle parking provision is required. New motorcycle parking facilities will then be installed where practically possible and where adequate spaces permits which does not conflict with other modes of transport, exiting accessibility and land uses.

### 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                                  | 10        | 0        | 10         |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) | 0              | 0                                  | 0         | 0        | 0          |
| <b>TOTAL FUNDING REQUIRED</b>                                | <b>0</b>       | <b>0</b>                           | <b>10</b> | <b>0</b> | <b>10</b>  |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>Approved) |           | COMMENTS |            |
| TFL OUTSIDE BSP  |                |                                    |           |          |            |
| BOROUGH RESOURCES  |                |                                    |           |          |            |
| PARTNERS (please specify)                                    |                |                                    |           |          |            |
| OTHER (please specify)                                       |                |                                    |           |          |            |

| <b>Key Delivery Partners, Dependencies and Risks:</b>  |               |               |  |
|--|---------------|---------------|--|
| The Council will be providing motor bike stands in Council car parks and at stations and leisure centres. Permission will be required to provide them in car parks controlled by Network Rail. There is Council support for such measures. |               |               |  |
| <b>Delivering the Mayor's Transport Strategy in the borough:</b>   |               |               |  |
| The provision of stands for motor bikes supports the Mayor's strategy.   | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)             |
|  | IV            | -             | 4G.Pr1   |
| <b>Modal Impact<br/>(Please list the Modes affected)</b>   |               |               | <b>Impact<br/>(Positive, Negative, Neutral)</b>      |
| Careful siting of the stands will ensure they have no impact on other transport modes.   |               |               | Neutral  |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>  |               |               | <b>Impact<br/>(Positive, Negative, Neutral, N/A)</b> |
| <b>Promoting safety &amp; perception of safety for all travel modes:</b>   |               |               | N/A  |
| <b>Encouraging sustainable means for travel:</b>   |               |               | Positive   |
| <b>Balanced road space allocation:</b>   |               |               | Positive   |
| <b>Requirements for sustainable developments:</b>  |               |               | Neutral  |
| <b>Equality &amp; Inclusion Target Group (please specify):</b>   |               |               | Neutral  |

## LIP PROPOSAL DELIVERY FORM

|                             |                   |
|-----------------------------|-------------------|
| <b>Summary of Proposal:</b> | Town Centre Works |
| <b>Location:</b>            | Muswell Hill      |
| <b>Dates:</b>               | 2009-11           |

**Description of Main Elements:**

Proposals for the town centre include additional pedestrian crossings by the bus stand, pedestrian facilities at the Fortis Green Road/Muswell Hill Road junction and footway enhancements. The total cost is estimated at £250,000 for implementation between 2009-11.

Similar issues are facing Muswell Hill as Crouch End. Traffic congestion is an issue for the centre. There are no nearby rail or underground stations but Muswell Hill is well-served by bus services, several of which terminate on the Broadway. Classified as a District Centre, it has 191 units comprising 30,165 m<sup>2</sup> of floorspace. The centre has a broad retail mix with a vibrant night-time economy. Research has shown that over half of enquiries for new commercial space in the centre were for food and drink.

About a quarter of shoppers walk to the centre with more than half by bus. Work has been undertaken in recent years to improve bus access to the centre such as priority measures for routes 43 and 144.

### 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        | 250        |
| FUNDING FROM OTHER SOURCES<br>(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>250</b> |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>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, DfES, Borough Schools            |                             |               |   |
| Dependencies – Funding  |                             |               |   |
| Risks – No Funding  |                             |               |   |
| Delivering the Mayor's Transport Strategy in the borough:     |                             |               |   |
|   | Priority Area               | Target Number | MTS Proposal/ Policy number (Appendix C)      |
|   | III, Travel Demand Measures | 7             | 4P.Pr4  |
| Modal Impact<br>(Please list the Modes affected)              |                             |               | Impact<br>(Positive, Negative, Neutral)       |
| All   |                             |               | Positive                                      |
| Cross Cutting Goals (see section 4.5 of this Guidance)        |                             |               | Impact<br>(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> | Air Quality Management     |
| <b>Location:</b>            | London Borough of Haringey |
| <b>Dates:</b>               | 2006 - 2011                |

**Description of Main Elements:**

Haringey is committed to meeting its statutory duties associated with the National Air Quality Strategy and the requirements from the Mayor's Air Quality Strategy and support's, in principal, TfL's proposal for the introduction of a London Wide Low Emission Zone.

The Council has declared the whole borough an Air Quality Management Area, with nitrogen dioxide (NO<sub>2</sub>) and particles (PM10) identified as the main air quality concerns, emitted predominantly from traffic using the boroughs main roads network. The Council monitors PM10, NO<sub>2</sub>, SO<sub>2</sub> & Ozone from two main monitoring sites and has 10 diffusion & co-location tubes located on main road junctions around the borough

The Council has developed an Air Quality Action Plan detailing measures that can be implemented to meet the Government's air quality objectives. The main objectives of the Air Quality Action Plan are:

- Demonstrate the councils commitment to improving air quality
- Measures to reduce NO<sub>2</sub> and PM10 emissions in line with Government targets
- Modelling of air quality in relation to traffic flows and traffic assessments of new development proposals
- Provide an overview of local key policies with respect to air quality
- Use travel awareness campaigns and Work Place Travel Plans Engage local residents and employers to improve the quality of life and health of the residents and workforce in Haringey.

LIP Chapter 9 provides a table outlining the Council's Air Quality actions in relation to the Mayor's Air Quality Action Plan proposals. The Air Quality Action Plan includes details of the proposed London Emission Zone and the Council's approach to the LEZ. In summary, the LEZ would bring improvements in air quality within London through reductions in PM10 and NO<sub>2</sub> emissions. The LEZ, if implemented, would require the Council to replace its own vehicle fleet to meet the new emission requirements. This would contribute to improvements to air quality at the local level although there are financial costs for progressing this initiative in the planned timescale. Funding is sort for:

- Healthy related publicity of the Council's Air Quality Action Plan to rise profile of air quality in the borough - £5 K
- Tree and shrub planting – to enhance the borough and to improve air quality and work towards achieving the climate change objectives of the borough. Work with schools to get children to help with some of the tree planting (Linked to School Travel Plan work) Supports Biodiversity Action Plan (BAP) objectives.£20 k
- Fleet emissions inventory – for compilation of a borough fleet emissions inventory of council owned vehicles and fleet vehicles used by external contractors working for Haringey. Preparation for LEZ requirements for Council to replace its own vehicle fleet to meet the new emission requirements £10 k
- Obtain mobile air quality monitoring equipment for (NO<sub>2</sub>), (SO<sub>2</sub>) and particles (PM10) + maintenance: 60K

### 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                            | 30        | 70        | 100         |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |             |                              |           |           |             |
| <b>TOTAL FUNDING REQUIRED</b>                                | <b>0</b>    | <b>0</b>                     | <b>30</b> | <b>70</b> | <b>100</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           |                              |           |           | Section 106 |

| Key Delivery Partners, Dependencies and Risks:  |               |               |   |
|---|---------------|---------------|---|
| Partners: TfL, Haringey Council & local business<br>Dependency: Introduction of Low Emission Zone |               |               |   |
| Delivering the Mayor's Transport Strategy in the borough:   |               |               |   |
| Improving quality of the street environment<br>Introduction of Work Place Travel Plans            | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)      |
|   | III<br>VI     | 3<br>12       | 4K.Pr4  |
| Modal Impact<br>(Please list the Modes affected)  |               |               | Impact<br>(Positive, Negative, Neutral)       |
| Pedestrian  |               |               | Positive                                      |
| Cyclist   |               |               | Positive                                      |
| Public Transport  |               |               | Positive                                      |
| HGV's & LGV's   |               |               | Neutral                                       |
| Motor vehicles  |               |               | Positive                                      |
| Cross Cutting Goals (see section 4.5 of this Guidance)  |               |               | Impact<br>(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:   |               |               | Neutral                                       |
| Requirements for sustainable developments:  |               |               | Positive                                      |
| Equality & Inclusion Target Group (please specify):   |               |               | Positive                                      |

## LIP PROPOSAL DELIVERY FORM

|                             |                                |
|-----------------------------|--------------------------------|
| <b>Summary of Proposal:</b> | Scootability feasibility study |
| <b>Location:</b>            | Borough wide                   |
| <b>Dates:</b>               | 2007/8/9/10                    |

### Description of Main Elements:

Haringey Council would like to undertake a study to assess the feasibility of introducing a 'Scootability' scheme whereby disabled people who usually depend on Taxicard or Dial-a-Ride for door-to-door transport can instead use electric scooters to get out to events, shopping trips or visiting friends etc and be more independent. Pilot projects in Islington and Camden have been found to be successful.

The Council envisages the scootability scheme would enable disabled customers to loan out a Personalised Electric Vehicle (electric mobility scooter/wheelchair) for a set rental period. All scootability users would be provided with vehicle training and a delivery and collection service will be provided to and from the customers home if required. This will require an assessment of the users home to identify any alterations required to the customers home to ensure the hired electric vehicle can be delivered, store and safely charged.

The study will identify the most suitable location to operate the Scootability service which could be incorporated into the location of the existing shopmobility service in Wood Green Shopping Centre or at an appropriate and accessible Council site.

The scheme will provide the following benefits

- Local people with mobility and transport barriers enjoy much improved independence and flexibility. They can use PEVs to combine trips to multiple venues, without having to make complex and expensive arrangements involving Dial-a-Ride, Taxicard, etc.
- Increased use of PEVs will reduce pressure on existing accessible transport services, such as Dial-a-Ride and Taxicard.
- PEVs provide flexible transport options while being environmentally friendly.

### 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        | 10      | 10         |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) | 0           | 0                               | 0        | 0       | 0          |
| TOTAL FUNDING REQUIRED                                       | 0           | 0                               | 0        | 10      | 10         |
| OTHER FUNDING SOURCES  | AMOUNT (£k) | STATUS<br>(Requested, Approved) | COMMENTS |         |            |
| TFL OUTSIDE BSP  |             |                                 |          |         |            |
| BOROUGH RESOURCES  |             |                                 |          |         |            |
| PARTNERS (please specify)                                    |             |                                 |          |         |            |
| OTHER (please specify)                                       |             |                                 |          |         |            |

| <b>Key Delivery Partners, Dependencies and Risks:</b>  |               |               |  |
|--|---------------|---------------|--|
| <p>Consultation will be undertaken with the Shopmobility service providers, and through the mobility forum, organisations representing the interests of the elderly and disabled, local residents and business within the vicinity of the shopping centres. .</p> <p>Dependent on funding for the feasibility study. If study demonstrates a scootability scheme can be efficiently housed and introduced, additional funding will be sought to establish the services, employ the appropriate staff and purchase the Personalised Electric vehicles equipment in 2010/11.</p> |               |               |  |
| <b>Delivering the Mayor's Transport Strategy in the borough:</b>   |               |               |  |
| The scheme fulfils the Mayor's strategy by widening access to disabled people and enabling independent living.   | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)             |
|  | V             | 10            | 4O.Pr12  |
| <b>Modal Impact</b><br>(Please list the Modes affected)  |               |               | <b>Impact</b><br>(Positive, Negative, Neutral)       |
| There is no modal impact on other forms of transport.  |               |               | Positive   |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>  |               |               | <b>Impact</b><br>(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):  |               |               | Positive   |

## LIP PROPOSAL DELIVERY FORM

|                             |                                      |
|-----------------------------|--------------------------------------|
| <b>Summary of Proposal:</b> | Shopmobility feasibility in Haringey |
| <b>Location:</b>            | Major Shopping Centres in borough    |
| <b>Dates:</b>               | 2007/8/9                             |

**Description of Main Elements:**

The Council requires funding to undertake a shopmobility feasibility study for Town Centres in the borough.

Wood Green Shopping Centre provides the borough's only current shop mobility facility to help disabled and elderly people with mobility difficulties gain greater access to businesses and shops in Wood Green town centre. It was launched in March 2004 and was part funded by Council & Haringey Consortium of Disabled People and Carers. The scheme is now a charity run service relying on charity status grant funding applications.

The Wood Green shopmobility scheme offers a daily loan service of manual or powered wheelchairs, and powered scooters to anyone with mobility difficulties, making trips around the town centre so much easier for these people.

The Council's feasibility study will assess if there is adequate demand to support shop mobility services to be established in other shopping centres 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              | 0                                  | 25        | 0        | 25                    |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                |                                    |           |          |                       |
| <b>TOTAL FUNDING REQUIRED</b>                                | <b>0</b>       | <b>0</b>                           | <b>25</b> | <b>0</b> | <b>25</b>             |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>Approved) |           | COMMENTS |                       |
| TFL OUTSIDE BSP  |                |                                    |           |          |                       |
| BOROUGH RESOURCES  |                |                                    |           |          |                       |
| PARTNERS (please specify)                                    |                |                                    |           |          |                       |
| OTHER (please specify)                                       |                |                                    |           |          | Charity status grants |

| <b>Key Delivery Partners, Dependencies and Risks:</b>   |               |               |  |
|---|---------------|---------------|--|
| <p>Consultation will be undertaken through the mobility forum, organisations representing the interests of the elderly and disabled, local residents and business within the vicinity of the shopping centres. .</p> <p>Dependent on funding for the feasibility study. If study demonstrates a demand for shopmobility in a town centre, additional funding will be sought to establish the services and purchase the equipment in 2010/11</p> |               |               |  |
| <b>Delivering the Mayor's Transport Strategy in the borough:</b>  |               |               |  |
| The scheme fulfils the Mayor's strategy by widening access to disabled people and enabling independent living.  | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)             |
|   | V             | 10            | 4O.Po 1  |
| <b>Modal Impact</b><br>(Please list the Modes affected)   |               |               | <b>Impact</b><br>(Positive, Negative, Neutral)       |
| There is no modal impact on other forms of transport.   |               |               | Positive   |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>   |               |               | <b>Impact</b><br>(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):   |               |               | Positive   |

## LIP PROPOSAL DELIVERY FORM

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | Companion badge scheme for blue badge holders |
| <b>Location:</b>            | Borough-wide scheme                           |
| <b>Dates:</b>               | 2007/8/9                                      |

**Description of Main Elements:**

Haringey Council, like many other London boroughs and local authorities, experiences extensive fraudulent use of disabled residents blue badges, to the extent that the level of fraud actually undermines the scheme itself.

Loss of blue badges through theft is a serious problem with over 200 badges lost or stolen in Haringey every year. Theft of badges from vehicles often results in stress, inconvenience and expense for the disabled badge holder.

The Council intends to introduce a companion borough badge scheme, similar to that for Tower Hamlets, to reduce fraud and give greater priority to local disabled residents' parking needs. Tower Hamlets' companion borough badge scheme has been attributed with devaluing the 'street' value of a Blue Badge in the borough. It has resulted in a 25% reduction in car break-ins for Blue Badges over the first 3 months of the scheme. The Companion scheme has experienced far lower levels of fraud since the 'companion' borough car badge is worthless on the 'market'.

The Companion badge scheme requires disabled badges to be referenced to a specific vehicle with registered details clearly displayed on the badge.

### 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        | 25        | 25         |
| FUNDING FROM OTHER SOURCES<br>(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>25</b> | <b>25</b>  |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>Approved) | COMMENTS |           |            |
| TFL OUTSIDE BSP  |                |                                    |          |           |            |
| BOROUGH RESOURCES  |                |                                    |          |           |            |
| PARTNERS (please specify)                                    |                |                                    |          |           |            |
| OTHER (please specify)                                       |                |                                    |          |           |            |

| Key Delivery Partners, Dependencies and Risks:   |               |               |  |
|--|---------------|---------------|--|
| Partners: TfL, Boroughs, Police & Disability Groups  |               |               |  |
| Delivering the Mayor's Transport Strategy in the borough:  |               |               |  |
| The Council is committed to widening access to disabled drivers in line with the Mayor's transport strategy  | Priority Area | Target Number | MTS Proposal/ Policy number (Appendix C)     |
|  | V             | 10            | 4O.Pr14                                      |
| Modal Impact<br>(Please list the Modes affected)   |               |               | Impact<br>(Positive, Negative, Neutral)      |
| Blue Badge holders do not have a major impact on the road network as they are not allowed to park in locations which would cause delays to buses, cyclists and other motor vehicles. |               |               |  |
| Cross Cutting Goals (see section 4.5 of this Guidance)   |               |               | Impact<br>(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:  |               |               | Positive                                     |
| Requirements for sustainable developments:   |               |               | Neutral                                      |
| Equality & Inclusion Target Group (please specify):  |               |               | Positive                                     |

## LIP PROPOSAL DELIVERY FORM

|                             |  |
|-----------------------------|--|
| <b>Summary of Proposal:</b> | Schemes to reduce fear of crime on the transport network |
| <b>Location:</b>            | Railway and bus network across the borough               |
| <b>Dates:</b>               | 2006-07-09-10  |

### Description of Main Elements:

Haringey's public transport corridors and interchanges are affected by high levels of criminal activity such as robbery, anti social behaviour and criminal damage (vandalism).

The Council seeks funding to implement schemes to reduce transport related crime and the fear of crime on pedestrian corridors and approaches to transport interchanges across the borough. This will include tackling anti social and intimidating behaviour and criminal damage (vandalism, illegal dumping, litter), which can act as deterrents and obstacles for choosing to walk and access public transport, especially for the elderly, women and the vulnerable during the hours of darkness. The Council is particularly keen to identify and deliver schemes which improve the aesthetic appearance of local transport corridors and generate civic pride through community participation in the design and construction of the scheme. Such schemes will include the construction of murals and sculptures along subways and walled transport corridors. For example, a competition could be held in local schools or youth groups to design an environmental themed mural of the local area, with the winning entry participating in the construction of the project.

Funding is sought to deliver the following:

- Aesthetic and environmental improvements along pedestrian corridors. Eg. Construction of murals on subways and walls, display of art work & sculptures exhibitions, litter clearance and planting up where practical.
- Crime Prevention publicity campaigns around public transport hubs and shopping centres and in the local media to highlight achievements in tackling crime and anti-social behaviour

Haringey benefits from TOCU (Transport Operational Command Unit) teams policing specific bus routes through the borough where Police figures have identified a significant number of incidents in recent months involving offences ranging from antisocial behaviour to motorists blocking bus lanes. Such routes include the 29 & 149. TOCU has 125 police officers and 146 police community support officers in the north east and north west London areas undertaking regular patrols, as well as responding to individual incidents and to crime and disorder problems highlighted by police and TfL intelligence. Their high visibility presence provides reassurance to passengers as well as acting as a deterrent to criminals.

Haringey supports TfL's 'Safer Travel at Night' initiatives, in alerting the public of the dangers of illegal cabs and avoiding poorly lit streets.

### 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                                  | 60      | 60       | 120        |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                |                                    |         |          |            |
| TOTAL FUNDING REQUIRED                                       | 0              | 0                                  | 60      | 60       | 120        |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>Approved) |         | COMMENTS |            |
| TFL OUTSIDE BSP  |                |                                    |         |          |            |
| BOROUGH RESOURCES  |                |                                    |         |          | tbc        |
| PARTNERS (please specify)                                    |                |                                    |         |          |            |
| OTHER (please specify)                                       |                |                                    |         |          |            |

| <b>Key Delivery Partners, Dependencies and Risks:</b>  |                      |                      |  |
|--|----------------------|----------------------|--|
| Council's Community Protection/Safety team & Street crime warden manager. Safer neighbour teams. Metropolitan and British Transport Police, Public Transport Operators. TfL, local residents and community groups and Councillors. Town Centre Managers and local business forums, Living Streets and pedestrian associations. |                      |                      |  |
| <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>      |
| Reducing crime and the fear of crime   | V                    | 10                   | 4C.Pr.12   |
| Improve accessibility and social inclusion on the transport network  | VI                   | 12                   | 4E.Pr.9  |
| Improve integration, encourage modal shift, encourage use of street space and reduce fear of crime   |                      |                      |  |
| <b>Modal Impact</b><br>(Please list the Modes affected)  |                      |                      | <b>Impact</b><br>(Positive, Negative, Neutral)       |
| Pedestrians  |                      |                      | Positive   |
| Cyclists   |                      |                      | Positive   |
| Public Transport Users (rail & bus)  |                      |                      | Positive   |
| Car users  |                      |                      | Positive   |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>  |                      |                      | <b>Impact</b><br>(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:  |                      |                      | N/AI   |
| Requirements for sustainable developments:   |                      |                      | Positive   |
| Equality & Inclusion Target Group (please specify):  |                      |                      | Positive   |

## LIP PROPOSAL DELIVERY FORM

|                             |  |
|-----------------------------|--|
| <b>Summary of Proposal:</b> | Road Safety Education Training and Publicity |
| <b>Location:</b>            | Schools in the borough                       |
| <b>Dates:</b>               | Continuous programme                         |

### Description of Main Elements:

Road safety education programmes and related promotional materials for school children in the borough. Educational both children and parents improvements their safety when walking to school or in their free time and builds confidence. Children who regularly walk to primary school are more likely to continue to walking for their journey to secondary school, if the distance permits.

Junior Citizen Scheme with the Safer Schools / Police Partnership to provide a 10 day (2 school week) training and awareness of road safety topics to approximately 1,100 year 6 students. Provides interactive learning experience for road safety, health and citizenship and exhibitions with short talks.

Promotion of National/International Walk to School weeks. Involves of all schools boroughwide. Production of Campaign promotional materials: Leaflets, Badges, Banners, Bookmarks. Campaign objective to reduced congestion & increase physical activity.

Production of Road Safety Newsletter, twice a year, to be sent to schools and other agencies to raise awareness of congestion issues, local campaigns and Road safety awareness. Costs involves are for printing newsletters.

Resources to complement child pedestrian training at all schools boroughwide during term time. To provide roadside skills to pupils in Haringey Practical pedestrian training.

Programme of talks to Years 6/7 pupils in their last year at primary school regarding the different journeys and potential hazards that they will face when travelling to secondary school. Distribution of information leaflets and materials to pupils, teachers and parents. Arrange visits and talks to primary school, and nursery/playgroup units to provide road safety input to group leaders, parents and children.

### 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                                  | 49      | 51       | 100        |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) | 0              | 0                                  | 0       | 0        | 0          |
| TOTAL FUNDING REQUIRED                                       | 0              | 0                                  | 49      | 51       | 100        |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>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>   |                           |                      |   |
| <b>Key Delivery Partners</b> – Schools, Council's road safety team & Accident Prevention Unit   |                           |                      |   |
| <b>Dependencies</b> – Budgetary approval through the LIP funding processes  |                           |                      |   |
| <b>Risks</b> - none   |                           |                      |   |
| <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>     |
| Improve road safety by reducing accident risk around schools by raising awareness of and educating in road safety and identifying safe crossing areas | I – Improving road safety | 1 & 2                | 4 G Pr 7<br>4G. Pr 9                                |
| <b>Modal Impact</b><br>(Please list the Modes affected)   |                           |                      | <b>Impact</b><br>(Positive, Negative, Neutral)      |
| All   |                           |                      | <b>Positive</b>                                     |
| <b>Cross Cutting Goals</b> (see section 4.5 of this Guidance)   |                           |                      | <b>Impact</b><br>(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:   |                           |                      | N/A   |
| Requirements for sustainable developments:  |                           |                      | N/A   |
| Equality & Inclusion Target Group (please specify):   |                           |                      | Positive  |

## LIP PROPOSAL DELIVERY FORM

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | Controlled Parking Zones                                      |
| <b>Location:</b>            | Residential areas in vicinity to rail stations in the borough |
| <b>Dates:</b>               | 2006-2009   |

### Description of Main Elements:

The Council has introduced a total of five CPZs to date. These are located at:

| Area                 | Hours of Control          |
|----------------------|---------------------------|
| Wood Green           | Mon – Sun 8am – 10pm      |
| Highgate             | Mon – Fri 10am – 12pm     |
| Green Lanes (Zone A) | Mon – Sun 8am – 10pm      |
| Green Lanes (Zone B) | Mon – Sat 8am – 6.30pm    |
| Seven Sisters        | Mon – Sat am – 6.30pm     |
| The Hale             | Mon – Fri 8.30am – 6.30pm |

The Councils future CPZ programme seeks to mitigate the impact of parking, particularly commuter parking, around rail stations. A successful allocation of funding was obtained for CPZ schemes at Hornsey and Haringay stations in 2006/07. These proposals are being consulted on in 2006/07 with implementation proposed for 2007/08. CPZ schemes are only progress if public consultation is in favour.

In 2007/08 funding is required for a further three CPZ's around rail stations at **Bruce Grove, White Hart Lane, and Alexandra Palace**. The 2007/08 funding request is for initial design and consultation for each station CPZ area with implementation scheduled for 2008/09.

The complete CPZ programme for 2006/7 and 2007/08 are shown below.

| Scheme location   | Estimated expenditure<br>£k 2006/07 | Estimated expenditure £k<br>2007/08 | Estimated expenditure £k<br>2008/09 |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| <i>Proposed new schemes (Initial design + consultation)</i> |                                     |                                     |                                     |
| Haringay station  | 60                                  | 150                                 |                                     |
| Hornsey station   | 60                                  | 150                                 |                                     |
| Bounds Green/Bowes Park stations                            | 80                                  | 300                                 |                                     |
| Spurs matchday  | 120                                 |                                     |                                     |
| Fortis Green [East Finchley station]                        | 70                                  |                                     |                                     |
| Bruce Grove   |                                     | 30                                  | 200                                 |
| White Lane Lane   |                                     | 30                                  | 200                                 |
| Alexandra Palace  |                                     | 30                                  | 200                                 |
| <i>Review of existing schemes</i>                           |                                     |                                     |                                     |
| Wood Green  | 60                                  |                                     |                                     |
| Highgate station  | 40                                  |                                     |                                     |
| Seven Sisters   | 60                                  |                                     |                                     |
| Green Lanes   | 60                                  |                                     |                                     |

The Haringey Parking and Enforcement Plan (Appendix to the LIP document) provides further detail of Haringey's CPZ policy.

### 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                                    |                    |  | 60             | 590             | 600            | 1250              |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) |                    |  | 60             | 0               | 0              | 60                |
| TOTAL FUNDING REQUIRED                                       |                    |  | 120            | 590             | 600            | 1310              |
| <b>OTHER FUNDING SOURCES</b>                                 | <b>AMOUNT (£k)</b> | <b>STATUS</b><br>(Requested, Approved) |                | <b>COMMENTS</b> |                |                   |
| TFL OUTSIDE BSP  | 0                  |  |                |                 |                |                   |
| BOROUGH RESOURCES  | 60                 | Approved                               |                | For 06/07       |                |                   |
| PARTNERS (please specify)                                    | 50                 | Approved                               |                | Spurs FC        |                |                   |
| OTHER (please specify)                                       | 0                  |  |                |                 |                |                   |

|  |                      |                      |  |
|--|----------------------|----------------------|--|
| <b>Key Delivery Partners, Dependencies and Risks:</b>  |                      |                      |  |
| <b>Key Delivery Partners</b> – Council’s Streetscene /Highways and Parking enforcement teams & TfL, & local residents associations |                      |                      |  |
| <b>Dependencies</b> – Funding for design, consultation & implementation  |                      |                      |  |
| <b>Risks</b> – Negative Consultation response / Political  |                      |                      |  |
| <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>      |
|  | III<br>IV            | 9                    | 4G.Po5   |
| <b>Modal Impact</b><br>(Please list the Modes affected)  |                      |                      | <b>Impact</b><br>(Positive, Negative, Neutral)       |
| All  |                      |                      | <b>Positive</b>                                      |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>  |                      |                      | <b>Impact</b><br>(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   |

## LIP PROPOSAL DELIVERY FORM

|                             |                            |
|-----------------------------|----------------------------|
| <b>Summary of Proposal:</b> | Accessibility Officer Post |
| <b>Location:</b>            | Haringey Council           |
| <b>Dates:</b>               | 2007-2010                  |

**Description of Main Elements:**

The Council is seeking funding to create an Accessibility Officer post.

The post will support the work of the Haringey Mobility Forum, to assist the development of future schemes to improve accessibility for disabled, elderly and mobility impaired. The Accessibility officer will provide a link between groups, representing disabled and elderly members of the community.

The Mobility Forum has identified that there is a lack of representation of disabled and elderly people's needs and concerns in regard to accessing local services and amenities. The Accessibility Officer will act as a representative for these groups, addressing issues of accessibility, related security fears, health concerns and social exclusion experienced by disabled and elderly residents in local communities across Haringey.

### 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                                  | 50        | 50        | 100        |
| FUNDING FROM OTHER SOURCES<br>(Details To Be Provided Below) | 0              | 0                                  | 0         | 0         | 0          |
| <b>TOTAL FUNDING REQUIRED</b>                                | <b>0</b>       | <b>0</b>                           | <b>50</b> | <b>50</b> | <b>100</b> |
| OTHER FUNDING SOURCES  | AMOUNT<br>(£k) | STATUS<br>(Requested,<br>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>  |                      |                      |   |
| Partners: TfL. Local disability and elderly organisations/ representatives, Police, PCT<br>Dependencies & Risks: Funding |                      |                      |   |
| <b>Delivering the Mayor's Transport Strategy in the borough:</b>   |                      |                      |   |
| Tackle social exclusion, improve accessibility and health  | <b>Priority Area</b> | <b>Target Number</b> | <b>MTS Proposal/ Policy number (Appendix C)</b>     |
|  | V                    | 10                   | 4F.Pr11<br>4O.Pr1 & Pr.2<br>4O Pr 9                 |
| <b>Modal Impact</b><br>(Please list the Modes affected)  |                      |                      | <b>Impact</b><br>(Positive, Negative, Neutral)      |
| All  |                      |                      | <b>Positive</b>                                     |
| <b>Cross Cutting Goals (see section 4.5 of this Guidance)</b>  |                      |                      | <b>Impact</b><br>(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:  |                      |                      | N/A   |
| Requirements for sustainable developments:   |                      |                      | Positive  |
| Equality & Inclusion Target Group (please specify):  |                      |                      | Positive  |