
Liveable Neighbourhoods Bid Pro forma

(To be used from July 2017)

Answer all questions in the application form. If the question does not apply to your project enter 'Not applicable' or 'N/a'.

By submitting this application you are confirming the following:

- (a) The information supplied on this form is correct and complete at the time of the bid.
- (b) The borough accepts the requirements set out in the Guidance for the submission of Liveable Neighbourhoods applications (July 2017) projects or any subsequent editions/updates

Broadly the bid document (excluding appendices) should be a maximum of 20 pages.

The information provided in this pro forma should provide sufficient detail so as to give a complete overview of the project. It should contain enough qualitative and quantitative information to justify the need for investment, inform objective decision making by TfL and help boroughs and TfL to prioritise potential schemes.

The blue text in this pro forma provides guidance on what information is sought in each section. This text can be deleted when completing the form

General Information

Table 1

Organisation name(s):	London Borough Of Haringey
Project manager responsible for delivering the LN proposal and their contact details	<div>██████████</div> Interim Group Manager Sustainable Transport Haringey Council Alexandra House, 225 High Road, London N22 7TR <div>██</div>
Person completing the submission and their contact details:	<div>██████████</div> Transport Planning and Planning Policy River Park House, 225 High Road, London N22 7T8HQ <div>██</div>
Project Title:	Crouch End – Liveable Neighborhood Fund
What Financial Year is this application to be considered for?	Financial Year 2018/19

Is the Borough submitting any other Liveable Neighbourhoods applications?	No
Has this project been submitted before as a bid to TfL?	No

Executive Summary

Strategic Case

Please find attached document that set out the Strategic case, including an overview of the proposal, policy context, potential opportunities, constraints, engagement strategy and proposals. This is Appendix A.

Economic Case

Table 3 Costs

Financial Impact (Outturn £k)	2018/19	2019/20	2020/21	2021/22	2022/23	Future years	Future years	Future years	TOTAL
Project Management & fees	£25	£35	£35	£15	£5				£115
Feasibility Design	£135	£95	-	-	-				£230
Concept Design	£35	£115	-	-	-				£150

Detailed Design	£0	£100	£150						£250
Sub total – Design & Fees	£195	£345	£185	£15	£5				£745
Construction	£50	£700	£1,350	£1,300					£3,400
Other: - Utility Costs		£50	£50	£50					£150
Other– 3 rd party eg Traffic signals,		£20	£80	£20					£120
Other - eg Traffic Orders, CPO	£5	£35	£15	£15				-	£70
Behaviour change Initiatives		£30	£30	£30	£20				£110
Sub total – Implementation	£55	£805	£1,495	£1,385	£20				£3,850
Monitoring – data collection ‘before data’	£15								15
Monitoring – data collection ‘after’ data Year 1		£15							15
Monitoring – data collection ‘after’ data Year 2			£20						15
Monitoring – data collection ‘after’ data				£15					15

Year 3									
Sub Total – Monitoring	£15	£15	£15	£15					60
Estimated Base cost	£265	£1195	£1,725	£1,445					£4,630
Contingency	0	£150	£367	£616					£1,133
Estimated Final Cost	£265	£1,345	£2,092	£2,061	-	-	-	-	£5,763

Cost assumptions

Cost have been developed based on the proposed measures and the principal design measures indicated. These are only high level concepts and are subject to consultation and change. A further break down of the costs per work stream can be found in the Appendix F

Risk

Table 4 - A risk table as been provide within the Appendix G

Commercial Case

Haringey have delivered on a number of major schemes in the recent past including on Wood Green Major scheme. We are aware of the required dedication and pressure that come with the delivery of a scheme of this nature. We are aware that this project ranges across the whole council, and have proposed a Governance structure that reflects this and its importance to the Council Leader. The structure and experience of the team can be found in Appendix H

As part of the bid phase we have worked with our framework design partners Project Centre. Project Centre has experience in the development and design of similar projects. This includes being framework consultants for the design and delivery of the Waltham Forest Mini Holland. Project Centre Teams have been heavily involved in the feasibility, concept and detailed design on the Villages programme and Lea Bridge Road cycle superhighway. This has included regular meetings with TfL and other partners to ensure that the programmes run to time and budget. We shall look to their experience and knowledge to complement our own in house design teams.

The implementation will be separated depending on the size and value. Smaller neighbourhood measures will be completed by our term contractors, while the large Town Centre works are likely to be tendered.

Financial Case

Table 5

Funding Source (Outturn £k)	Spend to date	2018/19	2019/20	2020/21	2021/22	2022/23	TOTAL	STATUS
S 106	-		£300				£300	Secure
Air Quality Management		£20					£30	Secure
Sub total – External Funding		£20	£300				£330	
TfL Liveable Neighbourhoods	-	£195	£845	£1,842	£1,861		£4,773	Subject to Bid

TfL LIP		£100	£100	£100	£100		£400	Subject to Bid
Sub total – TfL Funding							£5,048	
Council Maintenance Capital			£100	£150	£50		£300	Secure
Sub total – Council Funding			£100	£150	£50		£300	
Total Funding							£5,793	
Surplus (Shortfall)								

Management Case

Table 6 can be found in Appendix I, which outlines the high level programme for the bid.

Measures of Success / Benefit Realisation

Complete Table 7 below. The main requirement in this section is to summarise the easy to measure benefit realisation measures data that will be used to gauge the success of the project. The draft Mayor's Transport Strategy describes the Mayor's aim for all Londoners to do the 20 minutes of active travel each day by 2041. Boroughs should consider in their applications of how this will be monitored and reported.

Table 7

Liveable Neighbourhood Objective	Measure of Success	Measure / Baseline / Expected Value
Increasing Walking	Increasing the number of people walking	Base line surveys and follow up surveys will be undertaken. This will include household surveys from each of the neighbourhoods as well as face to face collection from pedestrians within the Town centre. 10% increase on baseline surveys
Increasing cycling	Increase the number of people cycling	Introduction of traffic counters throughout the town centre, neighbourhood areas and routes which will evaluate the impact of closures and revised traffic routes, this monitoring will assess not just cycle numbers but all vehicle movements so we can ascertain the impact of closures on neighbouring roads or how changes to traffic movements may impact on junctions. 15% increase on cycling from base levels.
Shift of local trips to walking and cycling	Increasing the number of short journeys by walking and cycling	In addition to the above surveys, we shall work with schools to record the number of children walking and cycling to school. This will be completed through the STARS accreditation. 90% and above of children and staff walking or cycling to school in the area.
Bus Reliability	Improve the journey time for	This will be based on traffic modelling undertaken

	bus network	for each of the schemes.
Look and feel of public spaces	Improvement to the public realm.	Satisfaction surveys will be used. This will include surveys from various neighbourhoods, for businesses and also visitors to the area. 10% increase from baseline
Economic Regeneration	Economic improvements in the area	This will be based on feedback from businesses and will be linked to our business working groups
Safety	Reduce the number of KSI in the area especially for Vulnerable road users	25% reduction in KSI over a three year period. It should be noted that with walking and cycling numbers expected to increase the real % decrease of KSI with the pedestrian and cycling
Air Quality	Improve air quality	This will be linked to our 'No to N02' programme and its success.

Engagement

As part of the Strategic case, as detailed in Appendix A, we understand the importance of engagement. We shall undertake an extensive 8 stage engagement plan for each element of the bid. Please refer to Appendix A for further detail.

Table 8

Any other initiatives TfL, GLA, or other that are likely to be active in the area of the project:	The Mayors Air Quality Funding
Is the scheme on or does it affect the Strategic Road Network (SRN) or the Transport for London Road Network (TLRN)?	No this is not part of the TLRN or SRN
Does the scheme impact TfL services, infrastructure or assets:	The Town Centre has 6 bus routes that operate and these have been considered as part of the feasibility.

Road Danger Reduction Statement

Scheme name: Crouch End Liveable Neighbourhoods

Collision data: The latest 36 months data to December 2015 shows that there have been a total of 165 collisions within and on the boundary of the proposed Liveable Neighbourhood. These collisions involved the following:

Table 9

12 month period	All	KSI	Pedestrians	Pedal cycles	P2W	Right turn	Dark	Wet
2013	62	9	21	11	14	-	-	-
2014	55	2	15	8	15	-	-	-
2015	48	4	9	10	14	-	-	-
Total*	165	15	49	29	43	-	-	-

* Note: There will be double counting of collisions if for instance a pedestrian was involved in a collision with a pedal cyclist.

Road Danger reduction statement for bid

Summarise the road danger reduction proposals

Collision data has been obtained from the London Collision Map, provided by Transport for London (TfL) - <https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision>

No significant collision patterns were observed in the available data, however as expected they were concentrated within the Crouch End Town Centre and at key junctions such as Park Road / Priory Road and vulnerable road users were involved in the majority of KSI collisions.

The total number of collisions that have occurred within the proposal area has been trending downwards when considering the available data, however the number of KSI's increased from 2014 to 2015. A high percentage of the 165 collisions

The proposal intends to provide significant cycle improvements throughout Crouch End through physical protection, reduction in vehicle traffic on residential streets through modal filters and junction improvements. Improvements to pedestrian provision are also included with new pedestrian crossings and junction improvements.

Overall, it is expected that these improvements will create a safer environment for vulnerable road users, encourage higher number of active road users and facilitate safe movement for these road users between key destinations.

Crime and Security Statement

Scheme name: Crouch End Liveable Neighbourhoods

Crime and Security Statement

Police recorded crime in Haringey has broadly followed the national trend over the last decade. While the numbers of offences recorded in Haringey have fluctuated by year since 2002/03 with the exception of 2011/12, crime has fallen consecutively every year. When considering notable crime statistics in the Haringey Council local borough area, the crime rate over the last year (September 2016 – August 2017) is 104.48 offences per 1000 residents, which is higher than the average Metropolitan Police force area rate of 88.78.

Within the area of the proposal of Crouch End, the most prevalent crime type is anti-social behaviour, making up 18.98% of all investigated offences with notable hotspots in the Town Centre, on Park Road, Middle Lane and Tottenham Lane.

Haringey Council has identified that the local residents perception of feeling 'safe' during the day and 'after dark' fall below the national benchmark provided by the Local Government and this proposal provides opportunities to improve on this through a number of factors:

- As part of this proposal, the existing street lighting will be reviewed and where necessary improved to the appropriate levels, lessening the attractiveness of the area for anti-social behaviour.
- The pedestrian and cycle improvements will encourage increased trips via these modes, resulting in increased activity and passive surveillance.

- Reductions in parking amenity and junction improvements will provide improved visibility distances within the highway, limiting the opportunities for anti-social behaviour

Overall, the proposal will not increase opportunity for crime but rather it provides benefits for an issue specifically identified by Haringey Council. As a public realm improvement there is also opportunity to incorporate further Crime and Security improvements within the proposal area that may arise during further consultation with the public.

Submission Checklist

Use the following checklist to confirm that the required documents have been provided as part of this bid			
#	Item	Included (Y/N)	Comment
1	Completed Liveable Neighbourhoods Pro forma	Y	
2	Healthy Streets Check	Y	
3	Plan showing location and boundaries of scheme	Y	
4	Plans(s) highlighting the proposed interventions	Y	
5	Site audit	Y	
6	Road danger reduction statement and collision plot	Y	
7	Crime reduction statement	Y	
8	Statement of support from the Borough	Y	
9	Summary of behaviour change initiatives	Y	

