

7 MOVEMENT

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Turnpike Lane Bus Station Tower

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Movement

Ensuring safe, effective and accessible movement options.

Introduction

7.1 The safe, effective and convenient movement of people and goods in Haringey is the key to social inclusion, the viability and functionality of Haringey's local town centres and the growth of the local economy. In addition, land use and transport are interrelated and the improvement or expansion of transport influences land-use changes. The main purpose of movement related policies is to reduce the need to travel and this is realised by linking development and people's activities to transport improvements and changes. They also aim to provide a comfortable balance between a full range of travel modes and streetscape, as detailed in the Council's adopted Living Streets Manifesto. Emphasis is placed on the promotion of sustainable modes of travel such as walking, cycling and public transport and the discouragement of car usage.

7.2 Guiding Principles

- People and goods are able to move around the borough safely and easily by walking, cycling, and using public transport and private vehicles.
- Effective transport planning, the reduction of congestion and maximising accessibility can promote local economic development and regeneration.

7.3 Key Objectives

- To support and promote transport improvements where it would improve safety for all road users, including pedestrians and cyclists, enhance residential amenity and complement land development and regeneration strategies.
- Reduce the need to travel by car and promote more sustainable transport choices for local residents and local businesses.
- Improve freight movement, whilst minimising the environmental impact.
- To balance the need for parking and the environmental impact of traffic movement and parked cars.

CORE POLICIES

The Haringey Context

- 7.4 The policies in this Chapter aim to guide new development to locations where it can best be served by walking, cycling and public transport. They also aim to ensure that pedestrian, cycle and public transport links to existing developments are improved. The Council aims to ensure that all sections of the community, particularly the disadvantaged who are less likely to have a car available, have access to the widest possible range of employment, housing, shopping, recreational, medical, cultural and social facilities. Transport improvements and projects are contained within the Local Implementation Plan (LIP) and the Borough Spending Plan (BSP). The LIP provides the policy context for the transport projects in the annual Borough Spending Plan submitted to Transport for London.

~~M1: IMPROVEMENTS~~

~~The Council will support the following transport improvements, including, where appropriate, the provision of rail infrastructure and new stations, new bus routes and bus network improvements:~~

- ~~a) East London Line Extension to Finsbury Park~~
- ~~b) Crossrail One~~
- ~~c) Thameslink 2000~~
- ~~d) Crossrail Two~~
- ~~e) West Anglia Route Development, including additional services and stations between Tottenham Hale and Stratford~~
- ~~f) Orbirail including Barking – Gospel Oak line~~
- ~~g) improvements at Finsbury Park station in conjunction with the neighbouring boroughs of Islington and Hackney~~
- ~~h) improved access to Haringey Heartlands~~
- ~~i) improved public transport and highway movement on the North Circular Road (A406)~~
- ~~j) improvements to the Tottenham Gyratory~~

~~7.5 The Council will protect land for transport and transport support functions unless the land is no longer required and unlikely to be required in the future. Land is safeguarded for improved road access to Haringey Heartlands, as shown on the Proposals Map.~~

~~7.6 These transport proposals are shown on the proposals map. The transport proposals in Policy M1 are either included in the London Plan, or are a Transport for London commitment. A brief description of the road improvements is provided in Schedule 7. The Council would also support the extension of the Victoria Line to Northumberland Park, improvements to the A10/A1010 and improvements to orbital public transport should firm proposals come forward within the Plan period.~~

~~7.7 The Council will support the retention, improvement and extension of transport services and facilities to support the creation of an integrated system of safe, affordable and reliable public transport system that is fully integrated between modes. New and enhanced rail services have an important role to play in supporting sustainable development in the Borough and supporting the aspirations for housing and job creation in the London Plan. The improvements to the interchange at Finsbury Park station include a new gallery on Station Place, better access between modes of transport and improved safety and accessibility for pedestrians and cyclists.~~

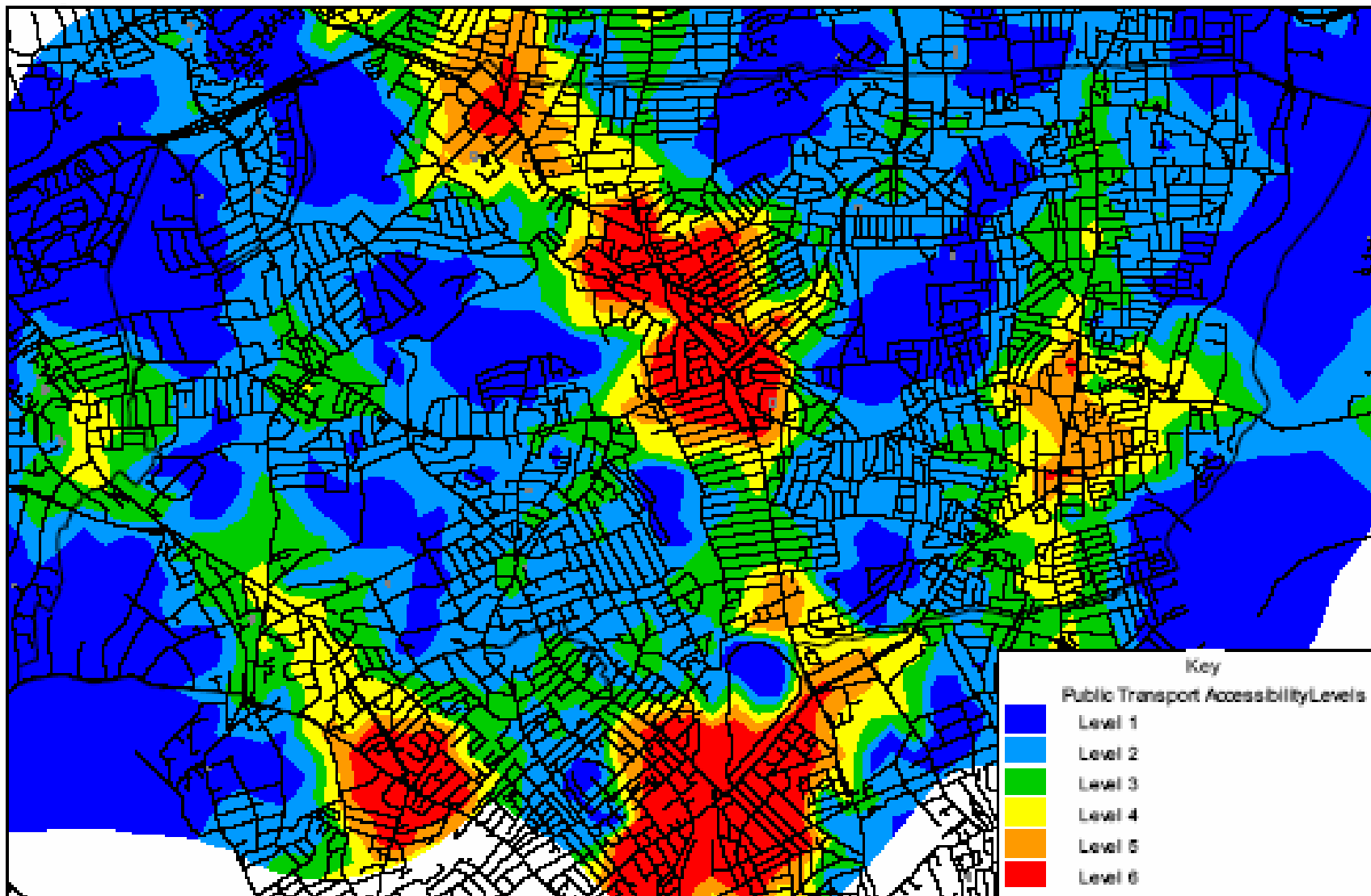
M2: PUBLIC TRANSPORT NETWORK

The Council will require that developers consider the needs of public transport users in the design of new development and roads. The Council will also support the continued development of the London bus network and bus priority measures.

7.8 The provision of new bus services and enhancements to existing bus services can support higher density developments at locations well served by public transport as well as influencing on-site car park provision. Greater bus service reliability and speed can be achieved through bus priority measures, which can complement bus service provision.

7.9 The Council will encourage the increased provision of improved public transport facilities by ensuring that public transport facilities, including taxi facilities, provide safe, easy and inclusive access for all potential users, regardless of disability, age or gender. For example new retail developments should be designed with the bus stop close to the exit of the retail units. Furthermore, new rail and transport infrastructure facilities should include access for wheelchair users, people with prams, and people with limited mobility.

MAP 7.1: PUBLIC TRANSPORT ACCESSIBILITY



Public Transport Accessibility Levels in Haringey

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M3: NEW DEVELOPMENT LOCATION AND ACCESSIBILITY

The Council will require that:

- a) developments with high trip generating characteristics locate where public transport accessibility is high.
- b) developments locate where the need for travel by car will be reduced and the use of public transport will be increased; and
- c) the location and building design encourages cycling and walking so that all potential users, regardless of disability, age or gender can use them safely and easily.

7.10 All development proposals will be assessed for their contribution to traffic generation and their impact on congestion and against the present and potential availability of public transport and its capacity to meet increased demand. Development proposals for new high density housing, office, shopping, industrial, educational and recreational facilities will be guided to locations which have a high rating on the Public Transport Accessibility Index, as set out in Appendix 1. Access to new developments by a range of transport modes will also be considered to ensure that they can be reached by people without a car.

~~**M4: PEDESTRIANS AND CYCLISTS**~~

~~The Council requires that new proposals should have a design and layout that encourages walking and cycling.~~

~~7.11 A large proportion of journeys are made entirely on foot, and almost all journeys contain a walking element. Walking is the most ecologically sound and environmentally friendly means of transport. Its consumption of resources is negligible and it can contribute to better health outcomes.~~

~~7.12 After walking, cycling is the most environmentally friendly means of transport. It is inexpensive, accessible to most people and healthy.~~

M5: PROTECTION, IMPROVEMENT AND CREATION OF PEDESTRIAN AND CYCLE ROUTES

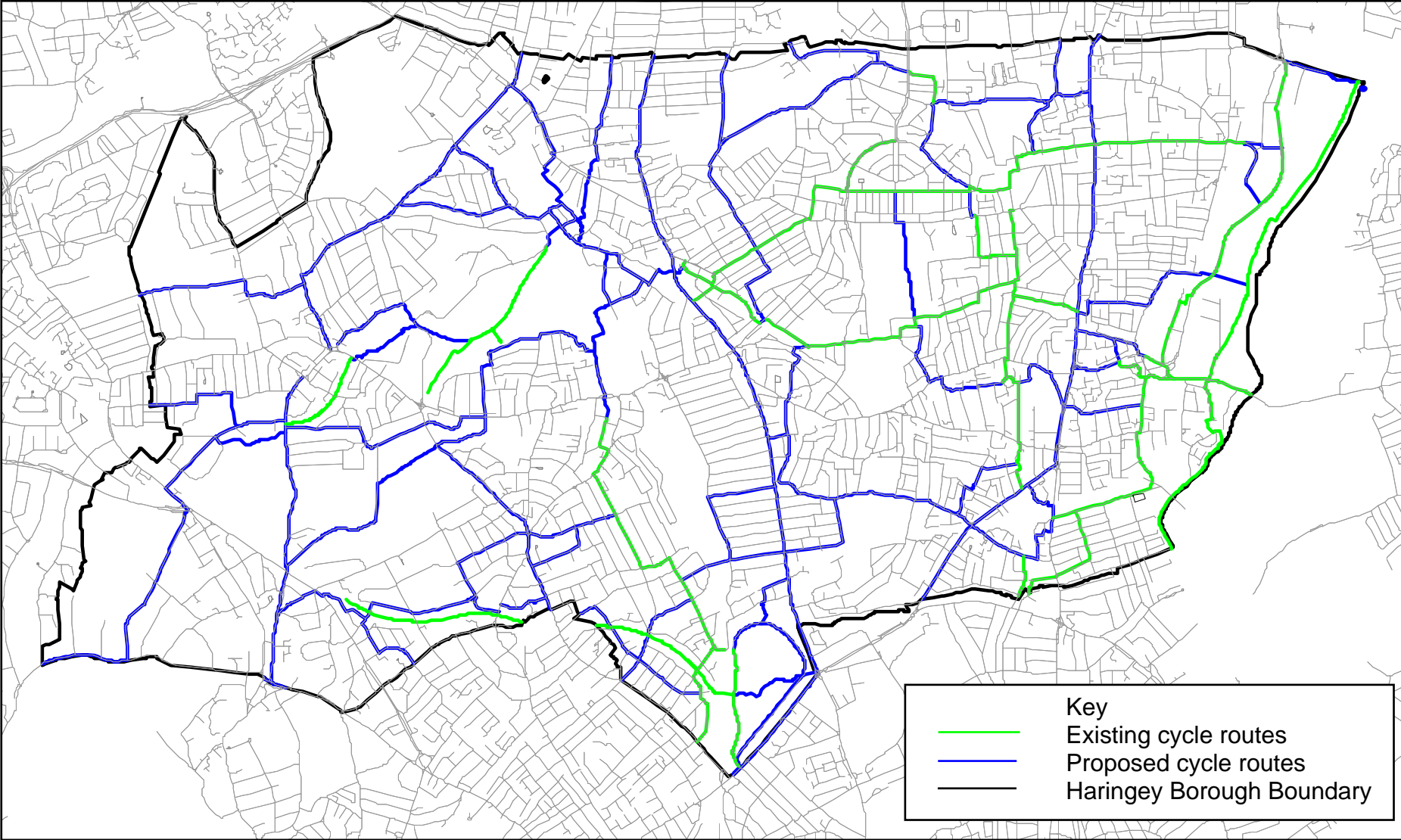
The Council will support the protection, improvement and creation of pedestrian and cycle routes in the borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities.

7.13 The Council will encourage walking and cycling in and around the borough and will improve, protect and create new walking and cycling routes and cycle parking facilities across the Borough. The provision of safe walking and cycling environments is critical to encouraging these forms of travel and Safety by Design principles

should be adopted in providing for pedestrians and cyclists. The Haringey Cycle Route Network is shown on Map 7.2.

- 7.14 Further guidance on providing for pedestrians and cyclists is set out in Safety by Design SPG5.

MAP 7.2: HARINGEY CYCLE ROUTE NETWORK



M6: ROAD HIERARCHY

The Council will take into account the function of adjacent roads in its assessment of development proposals.

7.15 The Council is required to define and manage a road hierarchy. The road hierarchy shown on Map 7.3 is consistent with the road hierarchy set out in the London Plan and the Mayor's Transport Strategy and is consistent with the objectives of traffic restraint, with priority given to essential users, environmental improvements and road safety. The road hierarchy has three tiers:

Tier 1 – Strategic Routes

Tier 2 – London Distributor Routes

Tier 3 – Local Distributor and Access Routes

7.16 The remaining roads in the Borough network would be local access roads providing access to final destinations where non-traffic functions may have a priority. The function of the Strategic Routes is to cater for longer distance movement of people and goods to support commerce, business and bus movements. These roads provide links to the national road network. London Distributor Routes link centres to each other and serve traffic crossing boroughs. These roads should attract commercial traffic away from Local Distributor Routes and local access roads as well as provide attractive routes for bus services. Local Distributor and Access Roads' function is to distribute traffic within the Borough and to serve properties.

M7: ROAD SCHEMES

The Council will only promote or support road schemes, which result in benefits for one or more of the following:

- a) public transport operations, including taxis.**
- b) Cyclists.**
- c) the safety of pedestrians and other road users.**
- d) the amenity of residents and/or shoppers.**
- e) the operation of local business.**
- f) the reduction of the adverse effects of traffic.**
- g) the provision of necessary access to new developments with a local or strategic role.**

7.17 The Council recognises that, in certain circumstances, new or expanded road capacity can provide the necessary infrastructure to support regeneration in the Borough or to alleviate the adverse impact of heavy levels of traffic on inappropriate roads. The Council will aim to mitigate any harmful effects that new road schemes may have on the local community and the local environment and it will require the production of an Environmental Impact Assessment (EIA) to accompany a proposal for a new road scheme. When designing new road layouts and junctions, priority should be given to more sustainable forms of movement such as walking, cycling and public transport, particularly bus transport.

M8: ACCESS ROADS

The Council will only promote access roads to commercial and industrial premises if the premises are:

- a) located advantageously in relation to main roads and railways to accommodate the generation of heavy freight.**
- b) provide facilities for the handling of freight to secure efficient distribution.**
- c) located to reduce the movement of vehicles on roads not suitable for them.**
- d) located to encourage the use of rail and water to carry freight traffic.**
- e) located and designed to minimise any adverse impact on the strategic road network.**

7.18 The Council recognises the need for road access to commercial and industrial premises but wishes to minimise the environmental damage which goods vehicles, especially heavy goods vehicles, can cause. The Council will support and improve industrial and commercial access roads where it is deemed both necessary and appropriate. However, this will be combined with traffic management measures such as lorry bans and support for the London Night Time and Weekend Lorry Ban in order to minimise the impact of freight movements in residential areas.

M9: CAR-FREE RESIDENTIAL DEVELOPMENTS

Proposals for new development without the provision of car parking will be permitted in locations where:

- a) there are alternative and accessible means of transport available;**
- b) public accessibility is good; and**
- c) a controlled parking zone exists or will be provided prior to occupation of the development.**

7.19 Residential developments without car parking provision are only likely to be viable where there are alternative and accessible means of transport available, in particular a good level of public transport accessibility and where a Controlled Parking Zone (CPZ) is in existence or planned within the timescale for the proposed development. Appropriately located on-site disabled parking will be required for wheelchair accessible homes. In addition people with disabilities may also be eligible for a parking permit. Within existing or planned CPZs residents of car-free developments will not be eligible for residential permits. Although residents of car-free housing are unlikely to walk a long distance from their home to access their parked car on street without parking controls, the Council will seek, in the longer-term, extensions to existing controlled parking zones. Where public transport provision can be improved to increase the levels of public transport accessibility and facilitate car-free residential development the Council may seek to augment provision through a section 106 agreement.

7.20 The construction of new residential developments without car parking would support Council policies to reduce car dependency and the encouragement of other modes of transport. The Council will negotiate viable means to implement car-free developments where it is appropriate.

M10: PARKING FOR DEVELOPMENT

Development proposals will be assessed against the parking standards set out in Appendix 1. Proposals that do not meet these standards will not normally be permitted.

Parking requirement will be assessed on an individual basis as part of the Transport Assessment in cases where this is deemed necessary according to Policy UD1.

7.21 As PPG 13 Transport notes [para 49], "The availability of car parking has a major influence on the means of transport people choose for their journeys". A limitation on the provision of private non-residential (PNR) parking for new development can help to restrain car use.

7.22 The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.

M11: RAIL AND WATERBORNE TRANSPORT

The Council will seek to retain existing rail freight and water transport facilities that are still needed for operational purposes, and the provision of additional facilities, provided these do not give rise to undue local environmental disturbance. The Council will also support the use of rail or water transport during construction of new development where it would be feasible.

7.23 Rail freight and water transport is generally less environmentally intrusive than other forms of transport and therefore the Council will seek to maintain existing facilities and encourage the development of new facilities. However, the provision of water freight depots may, in some situations, give rise to additional local lorry movements as freight is transferred intermodally, so individual cases will need to be examined on their merits.

M12: MINI CABS

Proposals for mini-cab offices should only be located within secondary frontages of town centres, in designated local shopping centres or adjacent to transport interchanges.

In considering applications for mini-cab offices (and driving school offices) the Council will have regard to the following criteria:

- a) whether the proposed mini-cab operation is radio controlled; and**
- b) whether the proposal would have an adverse effect on traffic conditions in the area in particular the safe and efficient operation of buses.**

Where proposals are considered acceptable in principle:

- c) the Council will impose conditions relating to hours of operation, and noise;**
- d) the Council will require that premises are used for direct radio controlled taxis only; and**
- e) permission will normally be granted in the first instance for a limited period of 1 year, in order to assess and review the impact of the use, and made personal to the applicant.**

7.24 Mini cabs offer an additional choice of transportation and provide a valuable service to certain sections of the community. In addition

they could offer new business and employment opportunities for some local people.

- 7.25 They can however, cause a loss of amenity to neighbours through noise, parking problems, customers visiting the office etc. and therefore relevant conditions will be imposed. These problems can be exacerbated by being located in inappropriate locations such as in residential areas.