

Haringey **CORE STRATEGY**

Proposed Submission
May 2010



Haringey Council

▶ PEOPLE AT THE HEART OF CHANGE IN HARINGEY

3.1 SP1 Managing Growth

3.2 SP2 Housing

3.3 SP3 Gypsies and Travellers



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Structure of the Core Strategy

1.6.1 The main body of the Core Strategy sets out the Council's Spatial Strategy and policies for the future development of Haringey up to 2026 to meet the vision and objectives set out above and respond to the challenges we face. The Council has grouped the issues covered into six sections reflecting the priorities of its Sustainable Community Strategy:

Section 3 People at the Heart of Change in Haringey

Section 4 An Environmentally Sustainable Future

Section 5 Economic Vitality and Prosperity Shared by All

Section 6 A Safer, Attractive and Valued Urban Environment

Section 7 Healthier People with a Better Quality of Life

Section 8 Delivering and Monitoring

1.6.2 Section 3 sets the Council's overall approach to the distribution of future growth in the borough and its management. It also includes our approach to housing and the type of housing needed to support Haringey's growing population. Section 4 contains the Council's approach to sustainable development and how it intends to make Haringey the greenest borough. Section 5 looks at ways in which Haringey will provide jobs and services and improve its town centres. Sections 6 and 7 explain how the Council intends to improve its built environment and make sure the quality of life in Haringey is maintained and enhanced. Finally section 8 sets out how the Core Strategy will be implemented through providing necessary infrastructure and working with partners and stakeholders. It also outlines how the Council will monitor the effectiveness of the Core Strategy in delivering its objectives.

1.6.3 All Core Strategy policies are interrelated and should not be viewed in isolation. To enable greater ease of use, there is cross referencing to other directly related policies. However, these policies should not be used as the sole means for comprehensively assessing which policies apply to a development proposal. Development proposals will be assessed on how well they meet all relevant policies within the Core Strategy together with other relevant policies in the development management plan for Haringey.

1.6.4 Core Strategy policies do not repeat national or London Plan policies, but do refer to specific national and regional targets. The Core Strategy should be read alongside the London Plan.

AN ENVIRONMENTALLY SUSTAINABLE FUTURE

4.1 SP4 Working towards a Low Carbon Haringey

4.2 SP5 Water Management and Flooding

4.3 SP6 Waste and Recycling

4.4 SP7 Transport



Working towards a Low Carbon Haringey

4.1 SP4 Working towards a Low Carbon Haringey

4.1.1 The implications of our actions on the environment are increasingly clear and action is needed at global, national and local levels. The Core Strategy has an important role in reducing Haringey's environmental impact and achieving sustainable development – meeting our social, environmental and economic needs in ways that protect the environment and do not harm our ability to meet our needs in the future. An Environmentally Sustainable Future is one of the priorities of Haringey's Sustainable Community Strategy.

4.1.2 As the objectives in Section 1 set out, the Council wishes to limit climate change by reducing CO₂ emissions and to increase energy efficiency and increase the use of renewable energy sources through establishing decentralised energy networks at Tottenham Hale and Haringey Heartlands.



SUSTAINABLE COMMUNITY

The policies in this chapter contribute to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy.

SCS Priorities:

- Tackle climate change;
- Manage our environmental resources more effectively;
- Increase recycling and reduce waste;
- Promote sustainable transport; and
- Encourage our future citizens to be our first green generation.



POLICY

SP4 - Working towards a Low Carbon Haringey

Over the life time of the Core Strategy, reducing energy use in buildings and working towards a low carbon borough will be one of the key challenges facing Haringey. The Council will promote the measures outlined below to reduce carbon emissions from new and existing buildings.

1. The Council will promote and require all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation, by incorporating the following measures:
 - a. From 2011 onwards, all new residential development will achieve a minimum 44% reduction in total (regulated and unregulated) CO₂ emissions in line with Code for Sustainable Homes Level 4 energy standards, and should aim at achieving Level 6. All new residential development shall be zero carbon from 2016 onwards; and
 - b. From 2011 onwards all new non-residential development shall be built to at least BREEAM “very good” standard and should aim at achieving BREEAM “excellent” or the current nationally agreed standard. All new non-residential development shall be zero carbon from 2019.
2. The Council will promote low- and zero-carbon energy generation through the following measures:
 - a. Requiring all developments to assess, identify and implement, where viable, site-wide and area-wide decentralised energy facilities including the potential to link into a wider network;
 - b. Establishing local networks of decentralised heat and energy facilities by requiring developers to prioritise connection to existing or planned networks where feasible;
 - c. Working with neighbouring boroughs and other partners to explore ways of implementing sub-regional decentralised energy networks including the potential in the Upper Lee Valley Opportunity Area; and
 - d. All new developments will be required, where viable, to achieve a reduction in predicted carbon dioxide emissions of 20% from on site renewable energy regeneration which can include connections to local sources of decentralised renewable energy.

4.1 Working towards a Low Carbon Haringey



Cycle Lanes

Climate Change in Haringey

4.1.3 Regional studies indicate that London will expect climatic changes of hotter summers and wetter winters with incidences of heatwaves and flash flooding becoming more frequent.

4.1.4 The Council aims to reduce the carbon footprint of development in Haringey. This includes the efficient use of land and buildings in order to reduce car dependency, the implementation of an energy hierarchy in building design and construction, the use of energy from more efficient sources such as decentralised energy networks (or making connections to such networks feasible in the future) and by requiring the generation of energy on-site by use of renewable energy.

4.1.5 The Council's overall strategy for managing future growth in Haringey is to steer new development with high transport demand to areas with significant redevelopment opportunities at, or near, transport hubs, to support sustainable modes of travel by minimising car parking provision in new development, increasing cycle parking provision and encouraging modal shift through travel planning and design of public realm to support non-car use (please refer to SP1 Managing Growth and SP7 Transport).

4.1.6 The Council has commissioned a report on carbon reduction scenarios (2006) for Haringey which found that use of fossil fuel based energy in domestic buildings is responsible for almost 50% of CO₂ emissions in the borough. This relates to space heating and cooling, lighting, cooking and other energy use in our homes. The study assessed the necessary measures to meet the adopted target of reducing CO₂ emissions by 60% by 2050 on a 1990 baseline. These include:

- Renewable energy systems, both integrated and stand alone;
- Energy efficiency improvements to the existing building stock;
- Transport demand reduction and shift to sustainable transport modes;
- Community heating network served by combined heat and power (CHP);
and
- CHP for large buildings such as hospitals and schools.

4.1.7 Haringey signed up to the Nottingham Declaration in 2006. The Council launched its Greenest Borough Strategy in 2008 which sets out how the Council will take forward actions to tackle climate change and embed environmental sustainability into everything we do.



4.1.8 In October 2009 Haringey Council adopted an aspirational target to reduce borough wide CO₂ emissions by 40% by 2020 on a 2005 baseline and committed to developing an action plan to meet this target, fulfilling a commitment to establish a long term CO₂ reduction target which was made in the Greenest Borough Strategy.

4.1.9 A Carbon Reduction Action Plan is being developed as part of the Department for Communities and Local Government, Local Carbon Frameworks pilot programme. This will be developed with Haringey Strategic Partnership, the voluntary sector and businesses. Over the next two years the Council is also working with the Carbon Trust, Carbon Management Programme to implement a carbon reduction strategy to deliver a 40% reduction in CO₂ emissions from our corporate estate and operations by 2015.

4.1.10 Carbon reduction standards for low to zero carbon buildings will get stricter between 2011-2016 and 2019. The Council will set out the intermediate standards to be achieved in the Sustainable Design and Construction SPD.

Low and Zero Carbon Buildings

4.1.11 Haringey will require new homes to reach as a minimum, the energy standards of the Code for Sustainable Homes (CSH) Level 4 from 2010 and Zero Carbon by 2016. The Council has commissioned research into opportunities for the incorporation of low and zero carbon technologies and decentralised energy networks within new developments in the borough. The Climate Change, Site Development and Infrastructure Study 2009 involved testing policy targets on selected sites in Haringey. The sites were selected on the basis of their representative nature as well as the range of different scales, uses, opportunities and constraints that they presented. The study indicates that investigated sites can achieve energy reduction targets of the Code Level 4 and in most instances higher than CSH Level 4. The equivalent of CO₂ reduction targets in Code Level 4 for Sustainable Homes is 44% reduction in total regulated and unregulated CO₂ emissions in comparison with total emissions from a building which complies with 2006 Building Regulations.

4.1 Working towards a Low Carbon Haringey

4.1.12 In December 2008, the Government published Definition of Zero Carbon Homes and Non-Domestic Buildings: Consultation document consulting on the definition of zero carbon homes and in particular an approach based on:

- high levels of energy efficiency in the fabric of the home;
- a minimum level of carbon reduction to be achieved onsite or through directly connected heat; and
- a list of (mainly offsite) allowable solutions for dealing with the remaining emissions (including from appliances).

4.1.13 For non-domestic buildings, the standard will be zero carbon by 2019. The Council will consider the feasibility of reaching zero carbon for residential developments before 2016 in line with the priorities of Haringey's Greenest Borough Strategy.

Decentralised energy

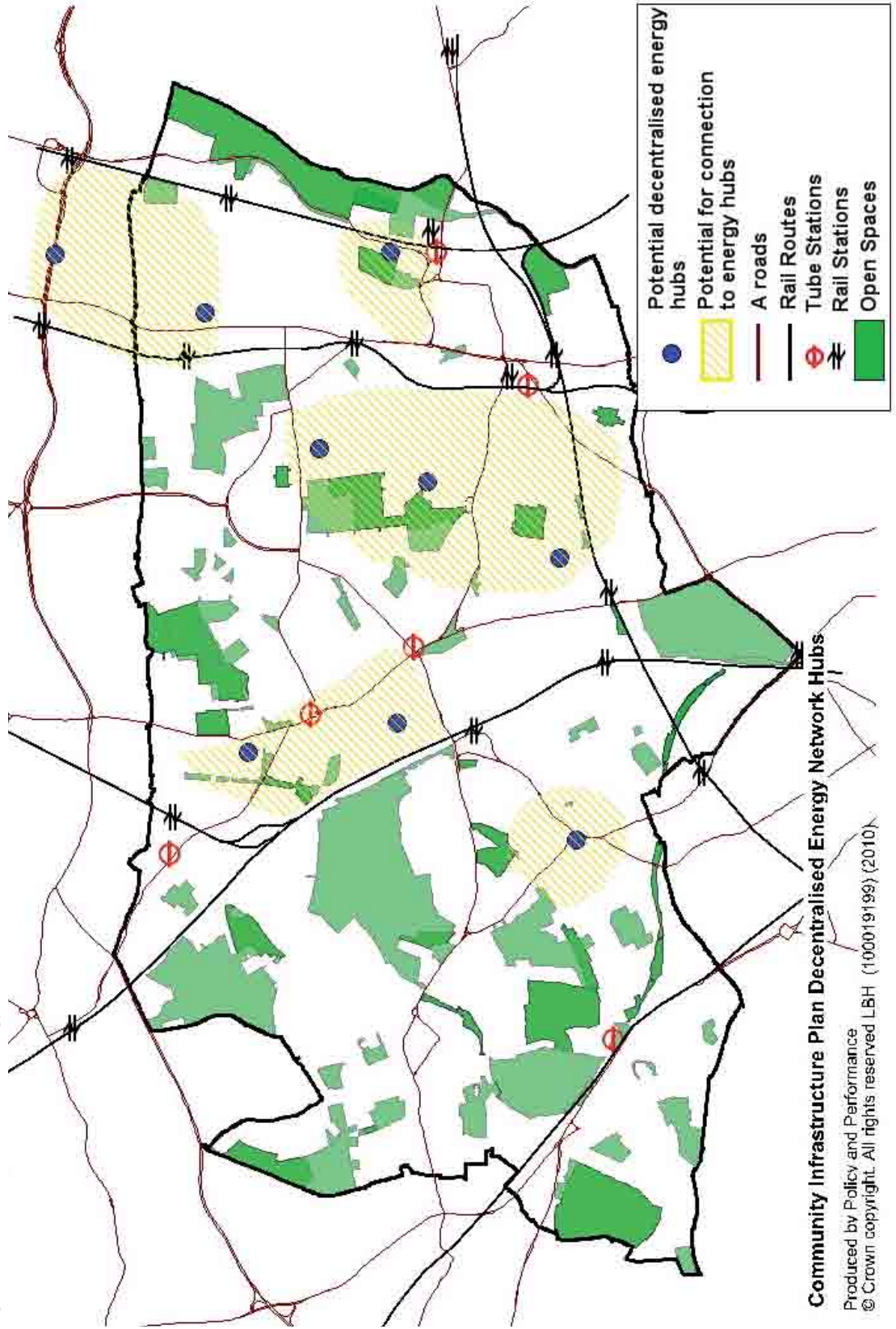
4.1.14 The Mayor's 2007 Climate Change Action Plan sets targets for 25% of London's heat and power to be met through decentralised generation by 2025. Therefore, it is important that in order to meet these ambitions, all possibilities for site-wide or neighbourhood wide decentralised energy options and renewable energy options are considered.

4.1.15 Decentralised energy means combined heat and power (CHP) used in combination with district heating systems where appropriate. CHP systems can be gas fired or waste fed and are a more efficient way of meeting local electricity and heating demands compared with the traditional approach of inputting electricity from centralised power stations and the use of local gas-fired boilers.

4.1.16 Over time these systems can be supported by or replaced by alternative fuels such as biomass, biogas, and other low to zero carbon energy sources as they become more technically and commercially viable.

4.1.17 Major development proposals should assess connection to existing heating and cooling networks, provision of site wide Combined Heat and Power network, and communal heating and cooling systems.

Figure 4.1 Potential Decentralised Energy Network Hubs



4.1 Working towards a Low Carbon Haringey

4.1.18 The Council is in the process of identifying locations for potential decentralised energy network hubs. Based on the various studies outlined above, an indicative map (Figure 4.1) has been developed for potential decentralised energy network clusters. These include Haringey Heartlands and Tottenham Hale growth areas, a southeast hub focusing on St Ann's Hospital, Lawrence Road and Broadwater Farm complex, and a north hub around Northumberland Park. There is also the potential for a decentralised energy hub in the Crouch End area. These indicative hubs and other opportunities will be explored in more detail in Area Action Plans for Seven Sisters, Northumberland Park and Tottenham Hale and Wood Green /Haringey Heartlands and in the Council's forthcoming SPD on Sustainable Design and Construction.

4.1.19 The Council is working with the London Development Agency (LDA) to develop a decentralised energy feasibility study for selected sites to identify financial and operational matters to assist with future implementation of such networks. The London Heat map is a map-based data tool to assist developers and local authorities in identifying and implementing decentralised energy. Over time, Haringey and its partners will populate the London Heat Map with Haringey specific information on heat load and demand, and identify opportunities for new developments or major retrofitting projects to connect to or future proof buildings and sites to connect to future decentralised networks.

4.1.20 Therefore, in areas where future network opportunities are identified, development proposals should be designed to connect to these networks or assessed whether there are opportunities to extend their decentralised energy system beyond the site boundary to adjacent sites.

4.1.21 The draft North London Waste Plan has considered the potential for linking heat from waste to new development and where opportunities arise, Haringey will support the use of community heating associated with waste management sites. The Council, the GLA and neighbouring boroughs are also working on an Opportunity Area Framework for the Upper Lee Valley which includes an energy network study.

4.1.22 In line with the London Plan energy hierarchy, the Council will expect developments to achieve a reduction in predicted carbon dioxide emissions of minimum 20% through the use of on-site renewable energy generation unless it can be demonstrated that such provision is not feasible. The majority of the sites investigated in the Climate Change, Site Development and Infrastructure Study 2009 are found to support the utilisation of renewable energy technologies to achieve a 20% reduction in predicted CO₂ emissions.

Existing housing stock

4.1.23 The existing housing stock represents a large proportion of carbon emissions in Haringey. Haringey's interactive heat loss map indicates that many existing houses are very inefficient. Much of the housing standing today will still be in use in 2026. It is necessary to improve the energy efficiency of the existing stock to achieve local, regional and national aspirations for carbon emission reductions. The Council envisage that by 2026 nearly all feasible carbon emissions reduction measures will have been carried out on existing housing stock. This work has already started. Muswell Hill has been designated a Low Carbon Zone (one of ten in London). The Council will use this to demonstrate how ambitious cuts in carbon emission reductions can be achieved by retrofitting buildings for better insulation and energy efficiency measures, the use of renewable energy technologies and promoting behavioural change.

4.1.24 The Council will work with its partners to identify further areas, streets and neighbourhoods for concerted improvements to existing housing stock including solid wall properties. The Council has already published a guide to assist local people interested in house renovations on how to green their homes.

Water Management and Flooding



POLICY

SP5 - Water Management and Flooding

The Council will require all development in Haringey to use less water during construction and operation, and to reduce the potential for general and flash flooding. All development shall:

- improve the water environment, water quality and drainage systems;
- Minimise water use and illustrate how development would contribute to general and flash flooding;
- assess flood risk, in particular sites identified as having higher fluvial flood risk in Flood Zones 2 and 3 and areas susceptible to surface water flooding. All development in these areas will apply the PPS25 Sequential Test and Exception Test;
- implement measures to prevent (or mitigate as last resort) local surface water and downstream flooding;
- implement Sustainable Drainage Systems from strategic to individual site level to improve water attenuation, quality and amenity;
- restore and enhance the Blue Ribbon Network including Pymmes Brook, Moselle Brook, the River Lee and its tributaries, deculverting wherever feasible, to improve water quality and amenity of these waterways and to help reduce flood risk (in line with London River Action Plan); and
- require higher resilience and levels of flood protection for critical infrastructure to ensure the protection of essential services such as water and power.

In order to facilitate this the Council:

- has carried out a joint SFRA (Strategic Flood Risk Assessment) Stage 1 and a site specific Stage 2 assessment;
- will carry out a local Surface Water Management Plan (SWMP) to identify issues with drainage networks and the effects of new development to feed into a subregional SWMP associated with the River Lee and its tributaries.

4.2.1 The water environment is a valuable recreational, educational and leisure resource for the residents of Haringey. From the large reservoirs of the Lee Valley to small ponds in parks and gardens it is a resource that needs to be protected. An increase in residential and commercial developments in the growth areas of Heartlands and Tottenham Hale will increase demand for water and abstraction from rivers. Too much water taken from rivers can cause problems for wildlife and increase the risk of pollution, as there is less water available to dilute pollutants.

River Lee

4.2.2 The River Lee downstream of Tottenham Lock has poor chemical and biological water quality. This is partly due to the confluence of the River Lee and Pymmes Brook at Tottenham Lock. Pymmes Brook has historically poor chemical water quality and Haringey is working closely with other boroughs to improve this. The River Lee, its use of water storage bodies and its associated open space is a key location in aiding flood risk management. The River Lee and the large reservoirs of the Lee Valley is a resource to be protected and enhanced and Haringey are working closely with the Lee Valley Park Authority to continue to improve the area in terms of flooding and sustainable development. Haringey is also working closely with neighbouring boroughs and strategic authorities regarding the Water Framework Directive targets for the Thames River Basement Management Plan, in particular the physical modification of water bodies, abstraction and diffusion of pollution from urban sources.

Water Demand

4.2.3 The combination of climate change, predicted growth in population and increased water usage will exacerbate demand for water. Therefore, along with the increase in the intensity of rainfall, and more and more hard surfaces in our environment, there is a greater pressure on the drainage systems. Haringey requires that new developments should aim to decrease the demand for water as much as possible.

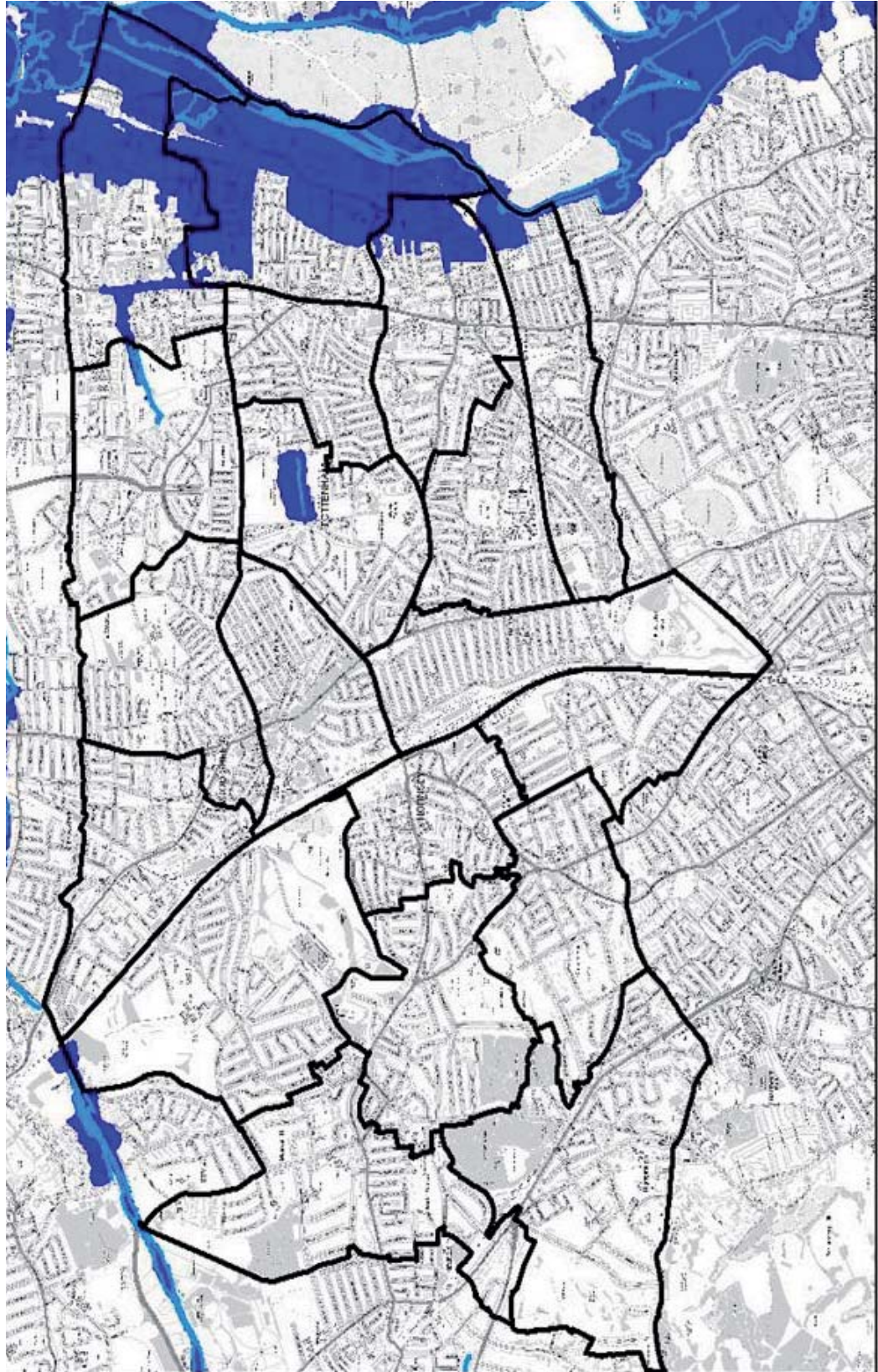
Flood risk

4.2.4 Implications of anticipated change in climate in the UK, increased frequency in extreme weather conditions and the possibility of flash floods are being considered carefully. The borough contains areas of flood risk in proximity to Pymmes Brook on Pinkham Way, the Moselle Brook and the River Lee. In Haringey, risk areas include parts of the Lee Valley and South Tottenham (as identified in the Strategic Flood Risk Assessment) and areas identified by the Environment Agency mapped data showing areas susceptible to flooding. According to the Environment Agency approximately 9% of land in Haringey has 1 in 100 year probability of flooding from rivers. About 8,000 properties are at risk of flooding although the defences such as the River Lee flood relief channel reduce the risk of this happening.

4.2.5 In developing this document the Council has worked on a Strategic Flood Risk Assessment for the borough and consulted with the Environment Agency on measures which are necessary to reduce flood risk in the area and suitable mitigation where risk is identified. The best form of flood mitigation is to encourage development in areas of lower flood risk. Where this is not feasible, a Flood Risk Assessment is required for new development.

4.2.6 Increased flood risk due to anticipated changes in the climate also requires us to consider measures for adapting to climate change and focus on minimising the flood risk in the area. Hard and soft landscaping associated with new development must take account of sustainable land management practices and managing the risk of flooding by applying Sustainable Urban Drainage Systems (SUDS) in order to improve water attenuation, quality and amenity. The provision of green features including green roofs provides opportunities to reduce runoff rates and enhance biodiversity and are fully encouraged in both new development and retrofitting in older buildings.

Figure 4.2 Flood map



Waste and Recycling



SP6 - Waste and Recycling

The Council supports the objectives of sustainable waste management set out by the Government in PPS10 Planning for Sustainable Waste Management and the Mayor's London Plan. To achieve these, the Council shall:

- Safeguard existing waste sites unless compensatory provision is made;
- Maximise self-sufficiency in waste management capacity (in line with 2008 London Plan target of 85% self-sufficiency by 2020);
- Seek to minimise waste creation, increase household recycling rates, address waste as a resource and look to disposal as the last option, in line with the waste hierarchy;
- Require integrated, well-designed recycling facilities to be incorporated into all new developments;
- Monitor changes in the stock of waste management facilities, waste arisings, and the amount of waste recycled, recovered and going for disposal; and
- Continue working with its partners in the North London Waste Authority to prepare a Joint Waste Plan, which will identify locations suitable for waste management facilities to meet the London Plan apportionment of 2,384,334 tonnes (equivalent to 28.4Ha).

Haringey will require Site Waste Management Plans for all major applications to identify volume and types of demolition and construction waste and to demonstrate how waste will be minimized and managed during construction and occupation.

New waste management facilities will be required to take into account and minimise pollution and nuisance issues. This will be addressed in more detail within the Development Management DPD.

Dealing with waste and encouraging recycling

4.3.1 Haringey is committed to the sustainable management of waste through prioritising waste reduction, reuse and recycling, as reflected in the Sustainable Community Strategy and the Greenest Borough Strategy. Over the previous three years around a quarter of the borough's household waste has been recycled, reducing the amount that is sent for disposal. All households and schools in the borough now have access to convenient and comprehensive recycling facilities, with facilities at a number of community centres and on-street recycling points on high streets and around transport hubs. There are two Reuse & Recycling Centres in the borough for residents to bring unwanted items to, and these accept an increasing range of materials and items for reuse or recycling.



4.3.2 North London is expected to manage over 1.5 million tonnes of waste in 2010, rising to over 2.3 million tonnes by 2020. Whilst the Council will continue to develop its waste reduction and recycling policies to minimise the environmental impact of municipal waste under its control, it will be necessary for North London to develop new solutions and facilities for managing waste sustainably, and as far as possible, within the boundaries of the sub-region.

4.3.3 In this context, the seven North London boroughs that constitute the North London Waste Authority are developing the North London Waste Plan Development Plan Document (DPD), a planning framework with the aim of identifying suitable and viable sites to meet the sub-region's future waste management needs and satisfy the apportionment targets of the London Plan. The plan is part of each borough's Local Development Framework.

4.3.4 The DPD has to identify sufficient sites to cover 85% of the waste produced in the north London area and to meet the London Plan apportionment of 2,384,334 tonnes (equivalent to 28.4 hectares).

4.3.5 The Council's policy approach is to continue to safeguard existing waste management sites, and adhere to the following principles and requirements:

- Wherever feasible the intensification and re-orientation of existing waste management sites are required before new sites are developed. Developers will be required to apply sequential tests to confirm this;
- Only high quality waste development proposals will be considered suitable - in terms of design, minimisation of nuisance, transport and other potentially negative impacts;
- Decentralised energy options shall be fully considered; and
- Developments within the North London Waste Plan area will require on-site provision for the management of construction, demolition and excavation of waste.

4.3 Waste and Recycling

Indicators to monitor delivery of policies 4, 5 & 6

- All major development rated against Code for Sustainable Homes (residential) or BREEAM (non-residential) and contribute to national target of zero carbon homes by 2016;
- Number of district heating schemes;
- Number of developments accompanied by a flood risk assessment;
- Number of permissions approved contrary to Environment Agency advice; and
- % of domestic waste reused, recycled and composted.

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Climate change and capacity assessment for sustainable energy demand and supply in new buildings in Haringey, Aecom 2009
- North London Strategic Flood Risk Assessment, Mouchel 2008
- Strategic Flood Risk Assessment, London Borough of Haringey 2008
- Haringey Community Infrastructure Plan, London Borough of Haringey 2010
- Haringey's Greenest Borough Strategy, London Borough of Haringey 2008
- Draft North London Waste Plan, Mouchel 2009
- Recycling Strategy for Haringey 2006-2020, London Borough of Haringey 2007
- Haringey's Affordable Housing Viability Assessment, Tribal 2010
- The London Plan (consolidated with Alterations since 2004), Mayor of London 2008
- Planning Policy Statement 25: Development and Flood Risk, Department of Communities and Local Government 2006.

Transport

4.4.1 Haringey's Sustainable Community Strategy priority An Environmentally Sustainable Future commits the Council and all its partners to respond to climate change and to manage our environmental resources more effectively to make Haringey one of London's greenest boroughs. The location and mix of development, the way it is linked to transport networks and the availability of more sustainable modes of transport can help achieve this aim. Strategic Policy 7 focuses on promoting sustainable travel and making sure all development is properly integrated with all forms of transport.

4.4.2 This chapter contributes to the spatial aspects of the following priorities in Haringey's SCS.



SUSTAINABLE COMMUNITY

SCS Priorities

- Promote sustainable transport; and
- Tackle climate change.



POLICY

SP7 - Transport

Delivering Regeneration and Access

The Council will promote the following key infrastructure proposals to support Haringey's regeneration and local/strategic access to London, employment areas and local services:

- Improvements to the Piccadilly, Victoria and Northern Lines including new trains, new signalling and new control centres;
- Improvements to overground routes along West Anglia, East Coast (Great Northern) and Barking - Gospel Oak line that service the centre and east of the borough;
- Access and interchange improvements to overground stations at Alexandra Palace, Finsbury Park, Harringay, Hornsey White Hart Lane, Northumberland Park, South Tottenham, and Bruce Grove;
- Improvements to interchanges at Tottenham Hale and Seven Sisters;
- Improvements to the Tottenham Gyratory; and
- Improvements to east - west bus routes as well as promoting new east - west routes.

4.4 Transport

Delivering Action on Climate Change and Quality and Healthy Places

The Council will promote the following travel demand management schemes to tackle climate change, improve local place shaping, and environmental and transport quality and safety by:

- Minimising congestion and addressing the environmental impacts of travel;
- Promoting public transport, walking and cycling (including minimum cycle parking standards);
- Promoting road safety and pedestrian movement particularly in town centres and close to local services;
- Promoting car sharing and establish car clubs;
- Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;
- Adopting maximum car parking standards;
- Seeking to mitigate the impact of road based freight and promote alternatives;
- Supporting measures to influence behavioural change; and
- Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.

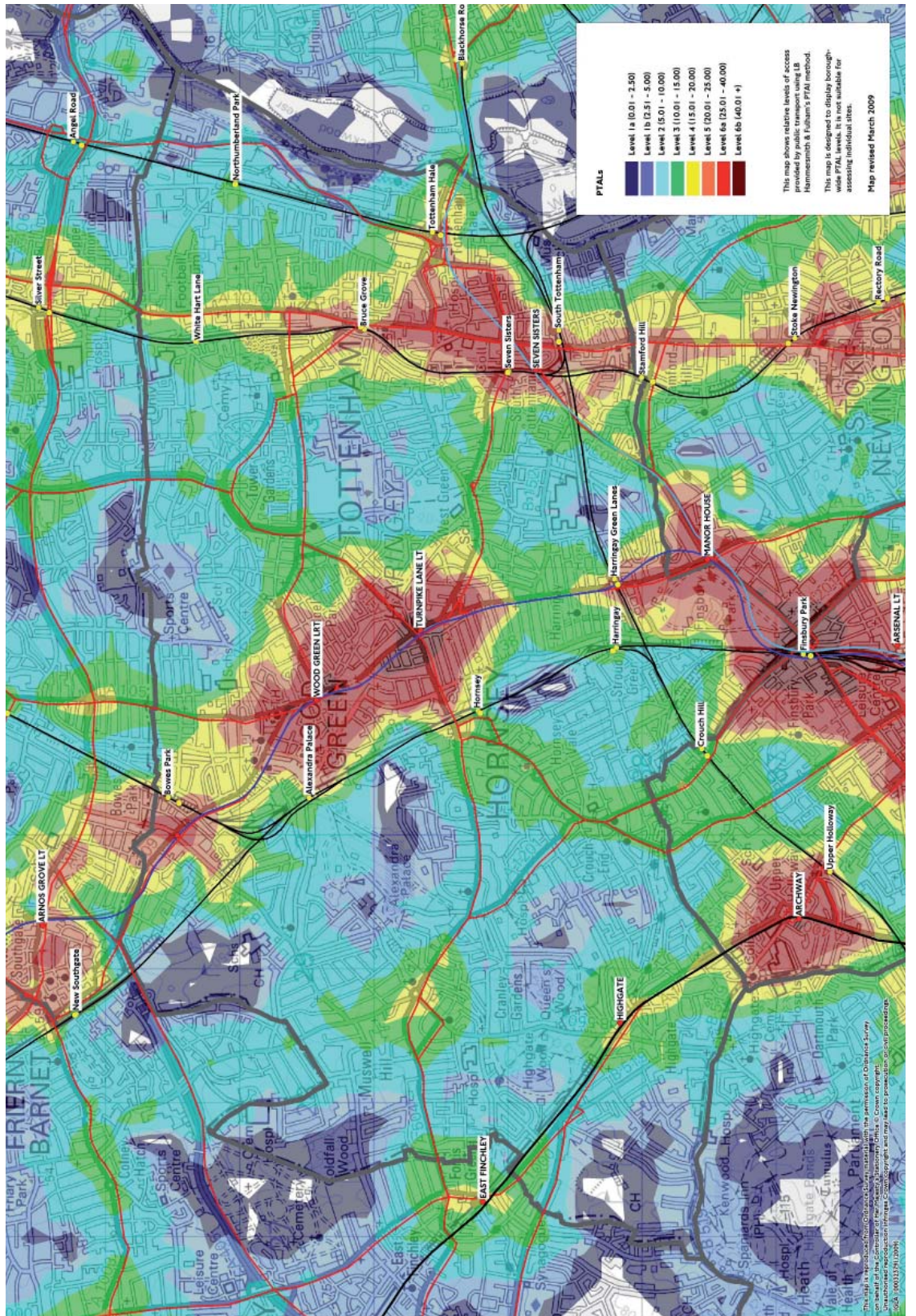
Promoting sustainable travel options

4.4.3 Haringey's Local Implementation Plan (LIP) sets out how the Council intends to deliver more sustainable transport, and is a key mechanism for the implementation of the transport objectives set out in this Core Strategy.

Public transport

4.4.4 Haringey has relatively good public transport, providing its residents access to employment opportunities in the City and West End, which are within easy travelling distance of rail and tube connections. In addition, local residents have access to the job opportunities within the London-Stansted-Cambridge-Peterborough Corridor. Around two thirds of Haringey residents commute to work outside the borough (Figure 4.3) below shows the Public Transport Accessibility Levels (PTALs) in the borough. There are high levels of accessibility to the network at locations such as Finsbury Park, Wood Green and Tottenham Hale.

Figure 4.3 Public Transport Accessibility Levels 2008



4.4 Transport



Turnpike Lane Bus Station

4.4.5 National Rail services run mostly North to South. Local services on the East Coast main line serving Alexandra Palace, Harringay and Hornsey have a peak 10 minute frequency while the Enfield Chase and Southbury Loop services provide a combined frequency of four trains per hour to stations in the borough. However, the frequency of local services on the West Anglia line serving Tottenham Hale and Northumberland Park are constrained by lack of capacity on the route. An improvement to these services is a major aspiration for the borough. With the exception of the Gospel Oak to Barking rail line which serves Harringay Green Lanes and South Tottenham, there are no orbital East-West rail links. Moreover the Gospel Oak to Barking rail line operates at relatively low frequency (2 trains per hour) although there are proposals for an increase to four trains per hour from December 2010.

4.4.6 The Piccadilly Line serves Turnpike Lane, Wood Green and Bounds Green. The Northern Line serves Highgate while Tottenham Hale and Seven Sisters are on the Victoria Line. Statistics from London Underground show that substantial overcrowding occurs on Underground lines in the borough during the morning peak. This occurs particularly at Seven Sisters on the Victoria Line and Turnpike Lane on the Piccadilly Line.

4.4.7 Forty bus routes serve the borough, of which all but seven are high frequency routes. The routes are mainly radial in nature. The main issue for these radial routes is provision of capacity to meet growing demand. A number of routes form a high frequency orbital network. However, further development of the orbital bus routes is needed to provide an effective and sustainable alternative to the car for journeys to the east and west of Haringey. In addition the development of the orbital bus network is constrained by the nature of the road network and low rail bridges.

4.4.8 In common with many London boroughs, Haringey suffers the effects of large amounts of through road traffic arising from radial commuter flows. This has implications for air quality which is being addressed through the measures outlined in the Council's Air Quality Action Plan. Haringey is already taking action to reduce existing pollution and to prevent new pollution. For example, monitoring has identified hotspots of poor air quality in the borough. Haringey will support development that improves the integration of land use and transport. Further detail on the Council's approach to environmental protection is set out in the Development Management DPD and the Sustainable Design and Construction SPD.

4.4.9 Provision of black cabs is low, which restricts the usefulness of Taxicard but the availability of minicabs is relatively high. The borough benefits from Capital Call which provides better access to taxi-type services for the mobility handicapped. Apart from North London Dial-a-Ride there are no accessible door to door Plusbus type services for elderly and disabled people.



Walking

4.4.10 Walking is a 'zero carbon' form of travel that relieves pressure on infrastructure, both in terms of public transport infrastructure and Haringey's roads. As such, the promotion of walking is an essential element of our approach to managing growth. It also provides wider social benefits in terms of promoting more active, healthy lifestyles (see SP14 Health and Well-Being), and helping to create more active vibrant streets and public spaces (see SP11 Design).

4.4.11 In Haringey, 34% of all trips are on foot. This compares with the London-wide figure of 30%. Haringey residents make more than 184,000 walking trips per day which is considerably more than car driver trips (at 118,000). Through the LIP, the Council is seeking TfL funding to implement a variety of schemes to improve for residents and local people the accessibility of walking routes to key amenity and commuter destinations in their local communities and in the borough. This includes a series of walking audits to identify deficiencies along popular walking routes to town centres, the public transport network, schools and local amenities.

4.4.12 The Council has developed a Public Rights of Way Improvement Plan that provides a focus for investment and enhancements to encourage walking in the medium to long term.

4.4.13 Haringey Greenway cycle and walking routes are being implemented to link the green and open spaces of the borough for recreational walking and cycling. Four routes are proposed - Finsbury Park to the Lea Valley, Finsbury Park to Highgate via Parkland Walk nature reserve, Muswell Hill to Alexandra Palace Station and Highgate to Alexandra Palace Park.

Cycling

4.4.14 As with walking, cycling is a sustainable means of travel that provides the opportunity to relieve congestions as well as promoting healthy, active lifestyles.

4.4.15 Haringey has a network of cycle routes across the borough including cycle lanes on main roads, separated cycle lanes and special fully signed quiet routes. The borough delivered a programme of cycling route and improvements and new cycle routes across the borough as part of the London Cycle Network.

4.4.16 In addition, the Council is installing on-street cycle parking facilities at key locations including stations, transport interchanges, shopping centres, local amenities and recreational facilities, as well as providing cycle training for school pupils and individuals.

4.4 Transport

4.4.17 Haringey is a designated Biking Borough and the Council will seek to encourage more cycling particularly by people who are currently less likely to cycle. In addition the Council will be working with the Mayor on delivering two Cycle Superhighways.

Making private transport more sustainable

4.4.18 For journeys where more sustainable travel options are not practical, car clubs and car sharing offer an alternative to privately owned cars. Car clubs are hire schemes that allow households to avoid the costs of car ownership, deter them from using cars for a trip which is convenient without one, and reduce the amount of car parking space needed. Haringey is working with a selected contractor to provide car club bays throughout the borough. By 2011 it is expected that a car club bay will be within five minutes walk of all households in the borough.

4.4.19 The Council is also encouraging low emission vehicles by providing electric charging points across the borough. Although still contributing to congestion, electric vehicles do not have the air quality impacts of ordinary cars.

Indicators to monitor delivery of SP7

- Housing completions meet all lifetime homes standards and wheelchair accessible;
- Number of off-street and on street cycle parking spaces;
- Number of school pupils undertaking cycle training;
- Number of car clubs and bays in the borough;
- Number of on and off street electric vehicle charging points;
- Mode of travel by residents for all journey purposes; and
- Number of transport assessments and travel plans submitted with planning applications.

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Haringey's Local Implementation Plan, London Borough of Haringey 2007
- Haringey's Greenest Borough Strategy, London Borough of Haringey 2008
- Mayor's Transport Strategy (draft), Mayor of London 2010
- The London Plan (consolidated with Alterations since 2004), Mayor of London 2008