

5. Alternative Options

5.1. Overview

The LIP is prepared within the context provided by the *Mayor's Transport Strategy* and alternatives cannot be considered unless they fit with that strategy. It is suggested that the key alternatives available are:

- Measures which reduce or discourage motor vehicle traffic;
- Measures which increase the capacity for motor vehicle traffic;
- Measures which improve public transport;
- Measures which improve conditions for walking and cycling.

Each of these is considered against the key policies of the *Mayor's Transport Strategy* in **Table 5.1** below. The following policies from the MTS are not considered by the Mayor of London as a key priority for LIPs at borough level:

- (b) Overcoming the backlog of investment on the Underground so as to safely increase capacity, reduce overcrowding and increase both reliability and frequency of services;
- (d) Better integration of the National Rail system with London's other transport systems to facilitate commuting, reduce overcrowding, increase safety and move towards a London-wide, high frequency 'turn-up-and-go' Metro service;
- (e) Increasing the overall capacity of London's transport system by promoting: major new cross-London rail links including improving access to international transport facilities; improved orbital rail links in inner London; and new Thames river crossings in east London.

5.2. How strategy will be developed?

The *Haringey Interim Local Implementation Plan* was prepared in 2002/2003. This was not subject to SEA although it is clear that many of the concerns addressed by the plan were environmental. The strategy of the LIP will be based on the following:

- The *Mayor's Transport Strategy*;
- The strategy developed by the North London Strategic Alliance.

5.3. How schemes will be identified?

The Draft Local Implementation Plan identifies policies essentially on the basis of responses to perceived problems which may, for example, be traffic, environmental or socio-economic or some combination of these. It provided the policy back-up to the detailed schemes put forward in the Borough Spending Plans.

The LIP will include proposals for implementing the Mayoral priority areas. It is essential that these be provided with SEA input. Thus illegal parking of service and delivery vehicles may be identified as a cause of traffic congestion and one of the standard responses is to increase enforcement. This may successfully reduce congestion but there may be environmental costs, for example the viability of business served by the delivery vehicles may be affected.

Identification of schemes therefore needs to incorporate an appraisal process that evaluates unintended adverse effects and considers alternatives that avoid or reduce these. In regard to the above example these might include identifying alternative servicing arrangements and considering how these might be communicated to those making deliveries.

5.4. Interrelationships between the alternatives?

The decisions that people make on where and how they will travel are key to this area. In Haringey such decisions are influenced by a wide range of factors including:

- Perceived quality of mode;
- Distance;
- Perceived safety of route;
- Cost;
- Total journey time including waiting time for public transport and parking time for private car;
- Environment of route, for example a walkthrough a park may be more attractive than a bus journey.

Where more than one scheme affects these factors at the same time the cumulative change to the decision line needs to be taken into account in deciding which schemes are to proceed.

Table 5.1: Alternatives for implementation of key policies in the *Mayor's Transport Strategy*

<i>Ref.</i>	<i>Policy</i>	<i>Alternatives</i>				
		<i>Reducing travel</i>	<i>Reducing motor vehicle traffic</i>	<i>Measures which increase the capacity for motor vehicle traffic and/or improve conditions for motor vehicle users</i>	<i>Improving public transport</i>	<i>Improving conditions for walking and cycling</i>
(a)	Reducing traffic congestion.	Improving distribution of community facilities and job opportunities at a local level may reduce travel on roads and hence congestion. Comprehensive regeneration areas offer opportunities to achieve this.	Reducing motor vehicle traffic by constraint, for example on parking capacity, encouraging people to use public transport.	Reduce traffic congestion by increasing motor vehicle traffic capacity at key pinch points; for example through additional lanes at junctions, improved signal operation, control of parking and utility works.	Any measures that reduce traffic congestion generally will benefit bus operation. Improved bus operation may attract people away from car use thus reducing congestion.	Reduce traffic congestion by improving and promoting alternative modes thus reducing motor vehicle traffic and hence congestion.

Table 5.1: Continued...

Ref.	Policy	Alternatives				
		Reducing travel	Reducing motor vehicle traffic	Measures	Improving public transport	Walking and cycling
(c)	Making radical improvements to bus services In London, including increasing the bus system's capacity, improving reliability and increasing the frequency of services.				Improve bus operations by reducing other motor vehicle traffic. Increase bus capacity through more bus priority, increased frequency and service destinations, and larger buses	Improve access to bus stops by pedestrians.
(f)	Improving journey time reliability for car users, which will particularly benefit outer London where car use dominates, whilst reducing car dependency by increasing travel choice.			Reduce traffic congestion by improving and promoting alternative modes thus reducing motor vehicle traffic.		

Table 5.1: Continued...

Ref.	Policy	Alternatives				
		Reducing travel	Reducing motor vehicle traffic	Measures	Improving public transport	Walking and cycling
(g)	Supporting local transport initiatives, including improved access to town centres and regeneration areas, walking and cycling schemes, Safer Routes to School, road safety improvements, better maintenance of roads and bridges, and improved co-ordination of streetworks.			Focus on overall management of road infrastructure and maintenance to minimise disruption of motor vehicle traffic.		Focus on walking and cycling at a local level within town centre and other busy areas. Adopt a more strategic view of walking and cycling that encourages walking and cycling for longer trips
(h)	Making the distribution of goods and services in London more reliable, sustainable and efficient, whilst minimising negative environmental impacts.		Reduce traffic congestion by improving and promoting alternative modes, for example the use of rail or water transport, thus reducing motor vehicle traffic.	Improve arrangements for servicing of property		

Table 5.1: Continued...

<i>Ref.</i>	<i>Policy</i>	<i>Alternatives</i>				
		<i>Reducing travel</i>	<i>Reducing motor vehicle traffic</i>	<i>Measures</i>	<i>Improving public transport</i>	<i>Walking and cycling</i>
(i)	Improving the accessibility of London's transport system so that everyone, regardless of disability, can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion.				Enhance public transport accessibility for those with disabilities; Increase take up of mobility grants by local people; Enhance dedicated parallel transport facilities for those with disabilities, e.g. taxi card, voluntary sector community transport, to provide door- to-door transport.	

Table 5.1: Continued...

Ref.	Policy	Alternatives				
		Reducing travel	Reducing motor vehicle traffic	Measures	Improving public transport	Improving conditions for walking and cycling
(j)	Bringing forward new integration initiatives to: provide integrated, simple and affordable public transport fares; improve key interchanges; enhance safety and security across all means of travel; ensure that taxis and private hire vehicles are improved and fully incorporated into London's transport system; and provide much better information and waiting environments.				Enhanced local integration measures at key interchanges by improving access arrangements; Information policy to highlight potential for trips with interchange.	Enhanced local integration for example by improving safety through CCTV and street lighting measures.