

## 2.1 Introduction

2.1.1 Haringey's location means that much of the borough, including some of its deprived neighbourhoods, has relatively good public transport. This means that employment opportunities in the City and West End are within easy travelling distance where rail and tube connections exist, as are the opportunities of the London-Cambridge Corridor and Stansted Airport. Around two thirds of Haringey residents commute to work outside the Borough.

2.1.2 Figure 2.2 shows the Public Transport Accessibility Levels in the Borough. There are high levels of accessibility to the network at locations such as Finsbury Park, Wood Green and Tottenham Hale. These are linked to draft Unitary Development Plan Parking Standards.

## 2.2 Rail

2.2.1 National Rail services run mostly North to South. Great Northern services have a core 10 minute frequency while the *One* Enfield and Southbury Loop services provide a combined frequency of 4 trains per hour to stations in the Borough. However local services on the *One* Lea Valley Line line serving Tottenham Hale and Northumberland Park are constrained by lack of capacity on the route. Improvement of these services are 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 Line operates at relatively low frequency (2 trains per hour). There is a need for better links to the Stratford area. The recent introduction of services between Tottenham Hale and Stratford is welcomed but higher frequency service will be needed to significantly improve access from deprived areas of Tottenham to the growth areas of Docklands and Thames Gateway.

2.2.2 The Piccadilly Line of London Underground serves Turnpike Lane, Wood Green and Bounds Green. The Northern Line serves Highgate while Tottenham Hale and Seven Sisters are on the Victoria Line.

2.2.3 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.

## 2.3 Road Based Public Transport

40 bus routes serve the Borough of which all but 7 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

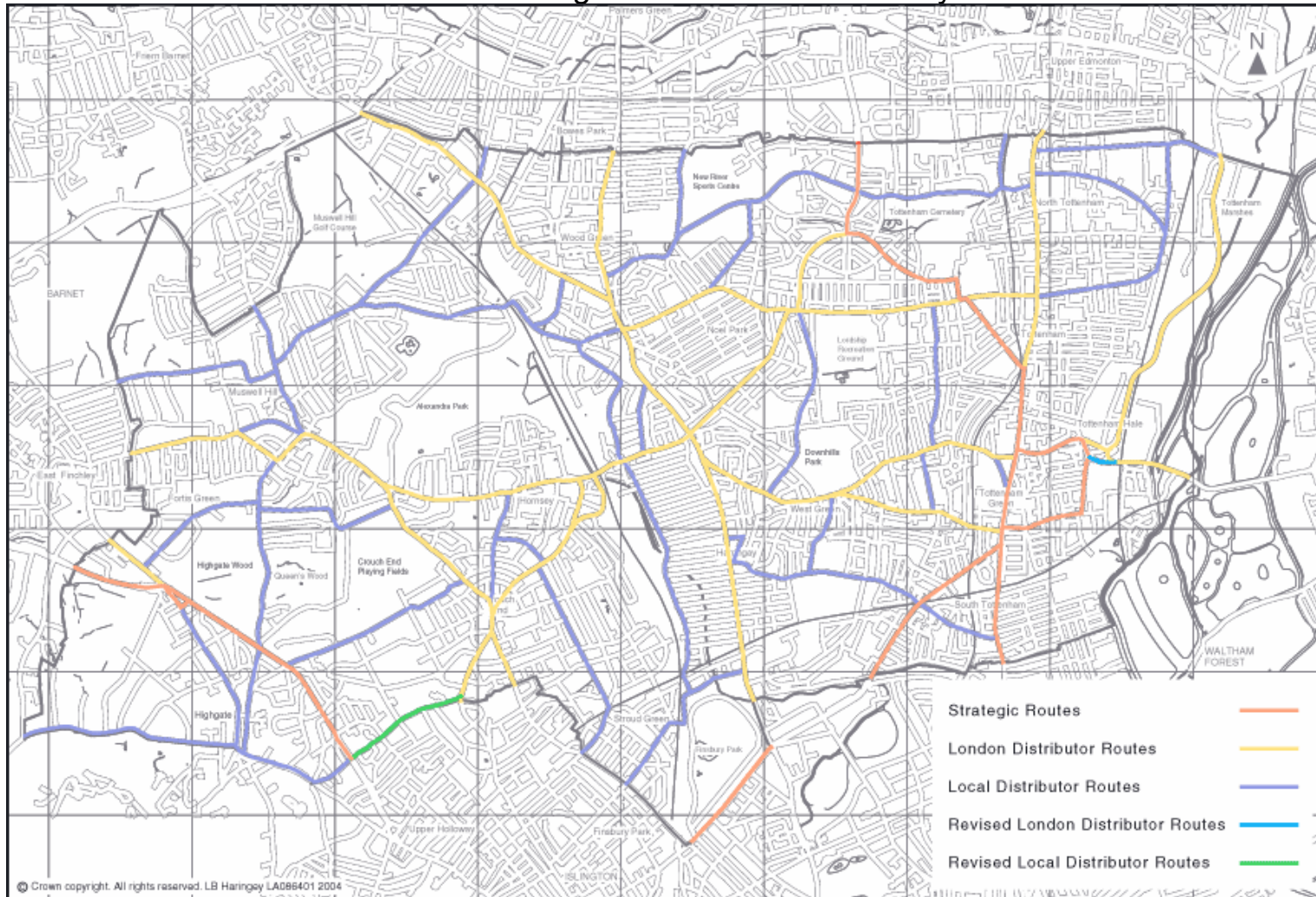
bus routes is needed to provide an effective and sustainable alternative to the car for journeys to the east and west of Haringey. In addition the development of the orbital bus network is constrained by the nature of the road network and low rail bridges. Provision of black cabs is low, which restricts the usefulness of Taxicard but the availability of minicabs is relatively high. The Borough would therefore benefit from Capital Call to provide 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.

## **2.4 Road Network**

2.4.1 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 which is appended to this document.

2.4.2 The Revised Draft Unitary Development Plan proposes a Road Hierarchy for Haringey. This is shown in Figure 2.1 and is discussed further in Chapter 5 Section 3.

Figure 2.1 Road Hierarchy



## 2.5 Car Ownership

**Table 2.1 : Car Availability – Haringey Households**

	<b>1981</b>	<b>1991</b>	<b>2001</b>
	<b>%</b>	<b>%</b>	<b>%</b>
0 Car	51.30	49.95	46.46
1 Car	38.91	38.32	41.23
2 Car	8.44	10.07	10.44
3+ Car	1.35	1.66	1.87
Total	100.00	100.00	100.00

*Source: Census 1981, 1991 and 2001*

Almost half of Haringey households do not have access to a car.

## 2.6 Town Centres

2.6.1 Haringey has six Town Centres as designated in the draft UDP:

Wood Green Metropolitan Centre  
Crouch End Town Centre  
Green Lanes Town Centre  
Muswell Hill Town Centre  
Tottenham High Road(Bruce Grove) Town Centre  
West Green Road/Seven Sisters Town Centre

2.6.2 Wood Green has been identified as an Outer London Metropolitan Centre for which the Mayor's Transport Strategy requires a zero growth traffic target (although Haringey as a whole is identified as an inner London Borough).

## 2.7 Transport Interchanges

2.7.1 A number of stations have importance as interchanges. Table 2.2 indicates the categories and investment priorities given by the Transport for London Interchange Plan.

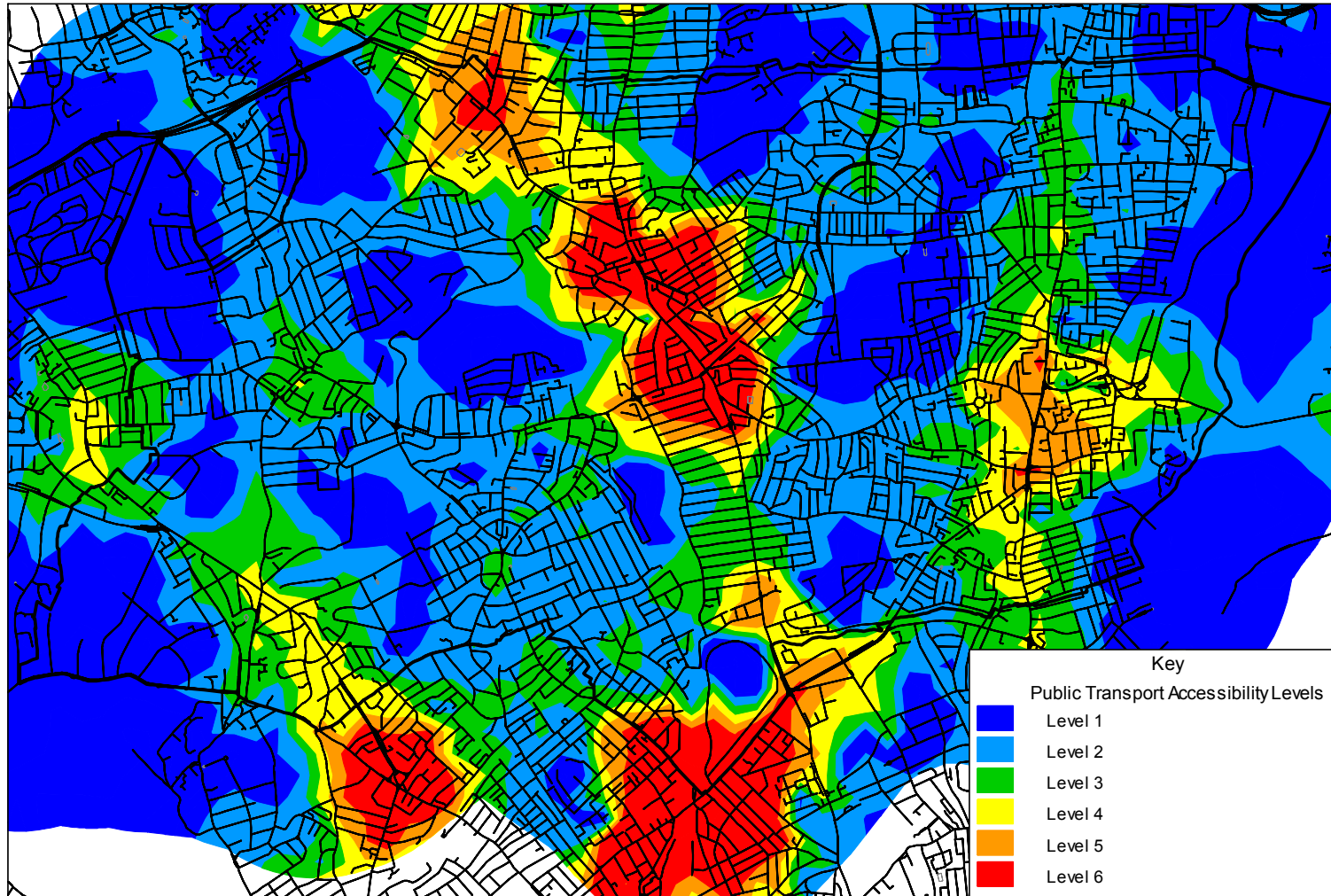
**Table 2.2 Transport Interchanges in Haringey**

<b>National Rail Stations</b>			
<b>Station</b>	<b>Served by</b>	<b>Interchange Plan Category</b>	<b>Interchange Plan Investment Priority</b>
Harringay Green Lanes	Silverlink	E	√
South Tottenham	Silverlink	E	√
Harringay	First Capital Connect	E	
Hornsey	First Capital Connect	E	
Alexandra Palace	First Capital Connect	E	
Bowes Park	First Capital Connect	E	
Seven Sisters	TfL LU/One	D	
Bruce Grove	One	E	√
White Hart Lane	One	E	√
Tottenham Hale	TfL LU/One	C	√
Northumberland Park	One	E	
<b>Underground Stations</b>			
Turnpike Lane	TfL LU	D	
Wood Green	TfL LU	D	
Bounds Green	TfL LU	E	
<b>Bus to Bus</b>			
Muswell Hill Broadway	TfL Buses	D	
<i>Source: TfL Interchange Plan 2002</i>			

2.7.2 Muswell Hill Broadway provides important bus to bus interchange in an area poorly served by Underground and National Rail services.

2.7.3 Finsbury Park station, although lying outside the Borough boundary, has a substantial catchment area within Haringey and is of considerable importance as an interchange.

Figure 2.2



**Public Transport Accessibility Levels in Haringey**

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## **2.8 Sub-Regional Partnerships**

2.8.1 Haringey actively participates in a range of sub-regional partnerships. These include the North London Strategic Partnership, North Orbital Rail Partnership and North Central Travel Network as well as London-wide partnerships to deliver the London Cycle Network Plus, London Bus Priority Network and Bridge Strengthening.

### **North London Strategic Partnership**

2.8.2 Haringey is a member of the North London Strategic Partnership and an active participant in the North London Transport Forum giving a sub-regional focus to the Borough's promotion of transport issues and aspirations.

### **Commitment to the North London Sub Regional Partnership**

#### Introduction

This is North London's first LIP Reporting and Funding Submission. The LIP process and the way in which the implementation of LIPs will take place have resulted in changes to the way in which partnerships now apply for funding. The GLA Act 1999 does not recognise the partnerships as transport authorities and so they cannot produce a LIP in the same way as individual London authorities. As the majority of TfL funding for borough transport projects is now to support delivery of LIPs, North London has ensured that their application for funding is linked to one or more borough LIP proposals, wherever possible. Boroughs have included in their LIP any proposals in which the North London Partnership has a role.

This LIP Reporting and Funding Submission therefore complements those being developed by the individual partner boroughs, and includes submissions in the following programme areas that are of sub-regional importance:

- Travel awareness.
- Workplace travel plans.
- Freight.
- Environment.
- Regeneration Area Schemes

Other complementary proposals will be developed through the Area Based Schemes programme to improve station access, and to enhance the sub region's town centres.

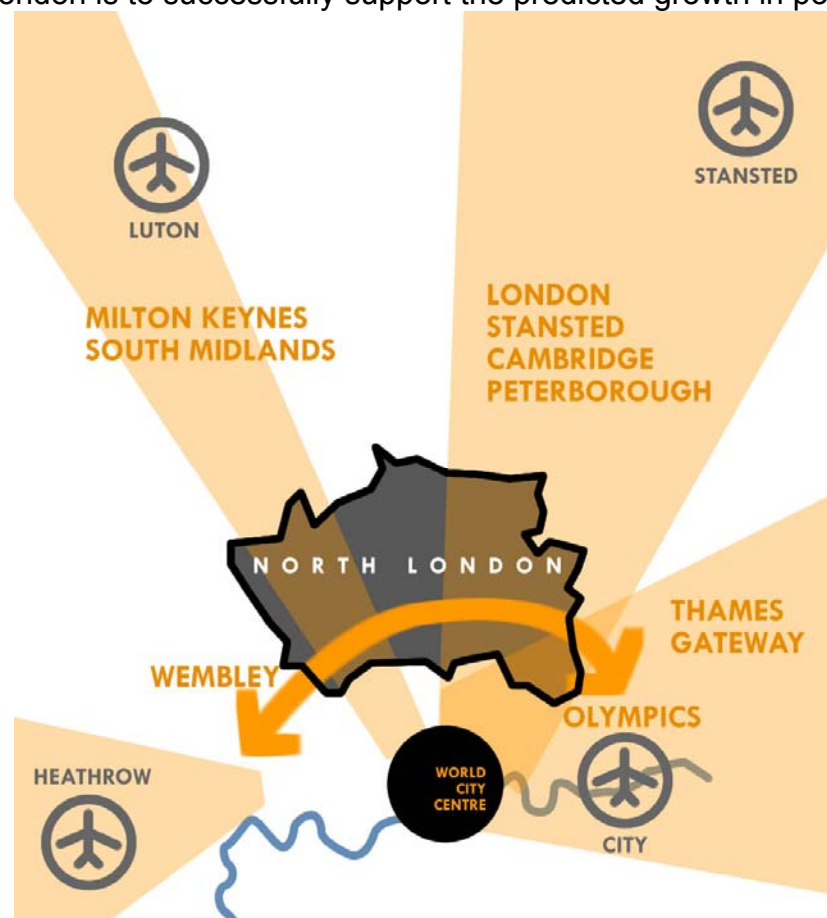
In developing the proposals to be implemented over the three year period within the Submission, close attention has been paid to the level of resources which are expected to be available for North London over the three year

period.

### The North London sub-region

North London's sub-regional partnership brings together the boroughs of Barnet, Enfield, Haringey and Waltham Forest to work on key cross boundary issues related to transport in North London. The partnership plays a valuable role in identifying areas for joint action and securing strategic agreement between the Boroughs. Under the auspices of the North London Strategic Alliance, the North London Transport Forum is the instrument through which the sub-regional elements of the Mayor's Transport Strategy are being delivered.

North London already has a population of over 1 million people - greater than the city of Birmingham. This is projected to grow by 160,000, or 15%, by 2016 which will have a direct impact on the transport infrastructure in the sub-region. The sub-region provides the link between central London and three of the Government's growth areas: the London-Stansted-Cambridge Corridor and the Milton Keynes – South Midlands Growth Area to the north and Thames Gateway to the east. Access to and from these growth areas is vital if north London is to successfully support the predicted growth in population.



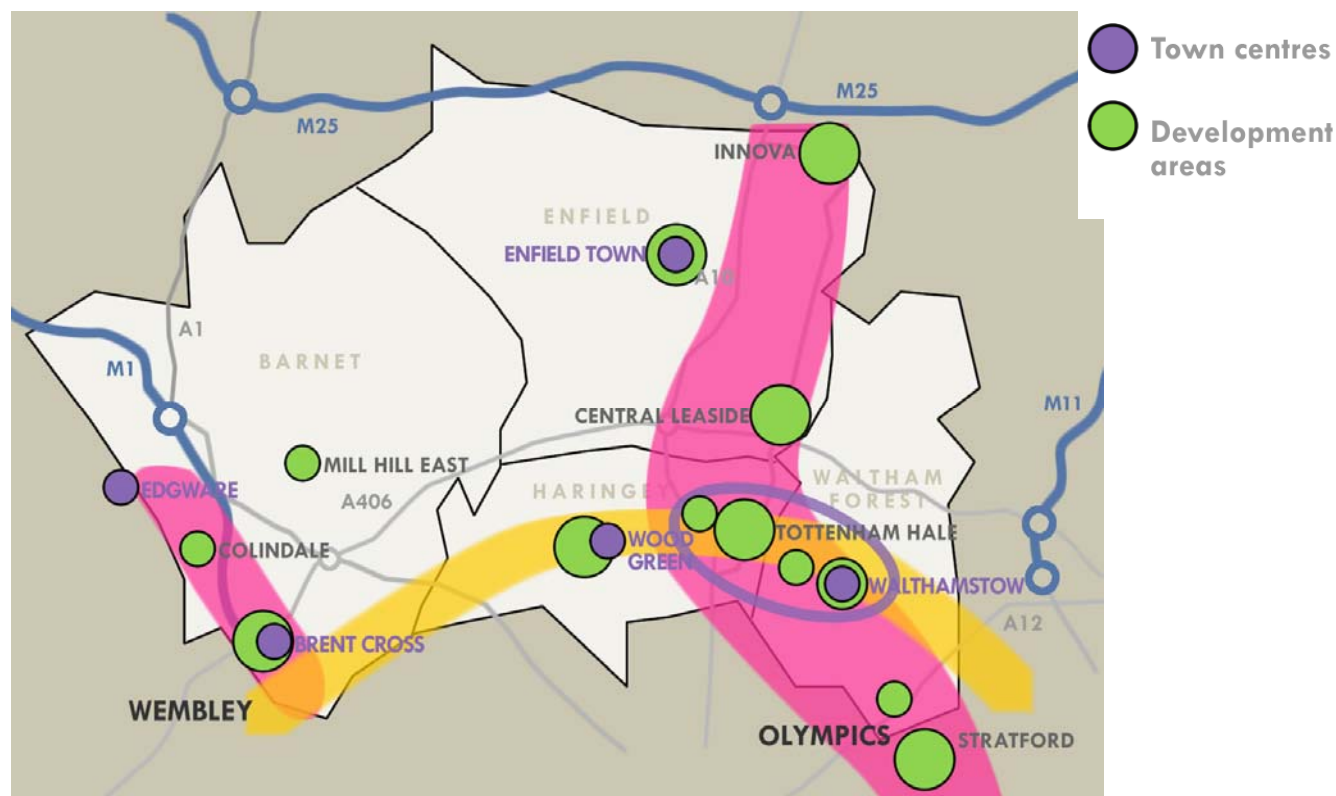
**Figure 1: Strategic context**

In addition to population growth there will be new business developments in north London, concentrated in the Lee Valley, and leisure and tourism

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facilities developed to support the London 2012 Olympics. There will also be large scale developments at key sites including Brent Cross / Cricklewood.

Significant capacity issues already exist on the key radial and orbital routes that run through the sub-region. In common with the rest of London, to support the development of the sub-region, a programme of massive investment in vital infrastructure and public services is needed. Rising to this challenge will require us to adopt innovative solutions and work closely with partners from across the public and private sectors.



**Figure 2: Plan of significant development sites and town centres in North London**

There will be a need to seek to mitigate the adverse effects of further traffic growth and manage the negative impacts of congestion. The sub-region must be able to manage existing and additional travel demand and make the most efficient use of the sub-region's existing infrastructure and resources, and seek transport investment and improvements. A reliable, sustainable, affordable and integrated transport system is fundamental to improving quality of life, social inclusion and the economy in north London.

Key transport-related issues in north London are:

- Rail and underground services focus on radial movements and there is competition between the needs of people inside and outside the London boundary.
- The lack of good quality, efficient orbital public transport, which results in

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increased car dependence.

- Traffic Congestion, particularly on the A406, and its impacts on the environment, business efficiency, health and quality of life.
- Most journeys on the North Circular Road start and end within north London so a high proportion of congestion is produced within the sub-region.
- Poor accessibility to the sub-regions opportunity areas, especially along the Lee Valley, means that the area is not currently maximising its potential.
- Accessibility to employment areas.
- Poor air quality. It is notable that a further increase for CO<sub>2</sub> is projected; road traffic accounts for 65% of CO<sub>2</sub>, while only 20% for other pollutants. However, for most air pollutants a decrease is projected for 2005 due to the implementation of the National Air Quality Strategy.
- The car dominates mobility of North London's residents.

The sub region, working through the North London Strategic Alliance, supports improvements in transport in North London by working to:

- In conjunction with TfL, develop an action plan for the A406 North Circular Road that addresses the need for effective orbital transport in North London.
- Secure major rail investment in North London, drawing together the key stakeholders both within and beyond the sub region.
- Use opportunities provided by major development sites to improve the sub-regions transport infrastructure.
- Work with TfL to improve bus services in the sub-region so that they serve local needs and promote modal shift
- Develop integrated transport hubs across the sub-region.
- Reduce traffic congestion by working across Borough boundaries.
- Identify and implement measures to assist freight access to the regeneration areas of North London.
- Co-ordinate parking activities in North London.

To deliver these aims a range of north London partnership schemes - which are high profile, cross boundary and sub-regional projects - have been developed to:

- Enhance perceptions of the North London region
- Improve accessibility to the Opportunity Areas, especially the Upper Lee Valley
- Reduce congestion and strengthen Town Centres in north London
- Address issues around access to stations
- Encourage more people to walk and cycle
- Complement TfL schemes and projects
- Make more effective use of existing infrastructure and resources
- In particular improve orbital transport options

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All of the partnership schemes and projects have:

- Economies of scale in delivery
- A strong cross borough boundary component
- Sub-regional importance or impact

With all schemes and projects being of sub-regional importance they have not been ranked in priority order, rather they have assessed in terms of strategic impact and deliverability, and then submitted with appropriate timescales.

#### **North Orbital Rail Partnership**

2.8.3 The Council is supporting the aims and objectives of the North Orbital Rail Partnership. The common statement is provided below.

#### **Purpose and Membership**

NORP consists of a partnership of all 18 Boroughs served by the existing Silverlink Metro franchise and will liaise with TfL to obtain the best results from investment to ensure improvement to the train services and stations. The current membership list is:

- Hertfordshire County Council
- London Borough of Barking and Dagenham
- London Borough of Brent
- London Borough of Camden
- London Borough of Ealing
- London Borough of Hackney
- London Borough of Hammersmith and Fulham
- London Borough of Haringey
- London Borough of Harrow
- London Borough of Havering
- London Borough of Hounslow
- London Borough of Islington
- London Borough of Newham
- London Borough of Richmond-Upon-Thames
- London Borough of Tower Hamlets
- London Borough of Waltham Forest
- London Borough of Wandsworth
- Royal Borough of Kensington and Chelsea.

These local authorities form the NORP Steering Group which will meet at least twice a year, although currently it is around four times a year.

NORP has a Lead Borough (currently the London Borough of Brent) and an Executive Group which includes officers from the London Boroughs of Brent, Camden, Hackney, Hammersmith & Fulham, and Waltham Forest and the SWELTRAC Partnership. The Executive Group will meet approximately every

three months, although currently it is around six times a year.

### **Aim**

NORP's aim is to influence the outcome of three main strands of work affecting North London Railway services to be undertaken by TfL over the next few years which are:

- Safety, CCTV, lighting, information and related enhancements on Silverlink Metro trains and within stations.
- Route Corridor Plans—providing the optimum mix of frequency, capacity and route network.
- The refranchising of the Contract currently held by Silverlink Metro.

### **Activities**

NORP encourages more use of an enhanced group of train services on the Watford DC, West London and Gospel Oak—Barking lines, i.e. the North London Railway. This is designed to reduce car dependency, improve the urban environment, stimulate regeneration, sustain town centres and reduce social exclusion; the Partnership will develop proposals for improving accessibility, safety, security and other improvements on the approaches to stations, in conjunction with TfL London Rail and other organisations as appropriate.

NORP also lobbies Network Rail, TfL London Rail and DfT to ensure that sufficient line capacity is provided for North London Railway trains so that TfL London Rail and the NORP Partnership can achieve their objectives. On behalf of all the London Boroughs that are members of NORP, NORP will submit Funding Bids as part of its own Local Implementation Plan to TfL Borough Partnerships for off-station and other schemes that are complementary to TfL London Rail's current on-train and on-station investment programmes.

The aim of the Funding Bids will be to secure projects in the areas surrounding and on the approach to stations served by TfL London Rail—North London Railway stations.

NORP will particularly encourage Funding Bids for projects that have match-funding from non-TfL sources. These sources will include Section 106 grants from developers of redevelopments close by, or associated with, stations on the North London Railway.

The projects will need to be complementary to the enhancements that TfL London Rail will be achieving for the stations on the North London Railway. The projects will also be complimentary to other enhancements that the relevant London borough(s) will themselves be co-ordinating in the area of, and on the approach to, the stations. These could include schemes such as:

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- Town Centre regeneration schemes.
- Area based schemes.
- Fulfilment of London Opportunity Areas, as defined in the London Plan.
- Traffic Calming schemes that encourage the increased use of non-private transport and especially rail.
- Major and minor developments that are either in the area of the station or will affect the usage of the station.

NORP intend to ensure that as TfL London Rail-led enhancements to stations and services on the North London Railway are achieved that the areas outside of, and on the approach to those stations will be enhanced at the same time. The object of co-ordinating these enhancements (i.e. both inside and outside the stations) would be to:

- Further increase the use of railway services.
- Achieve better integration between different rail services and between rail and all non-private modes of transport in London, mainly including buses, taxis, cycling and walking.
- Increase the level (and perception) of safety whilst using public transport.
- Reduce some of the increasing passenger demands on LUL services by encouraging people to use services to North London Railway stations instead of the Underground.

### 2.9 Regeneration and Growth

2.9.1 Around half of the Borough falls within various regeneration programmes. In particular the London Plan sets an Opportunity Area in Tottenham Hale. The indicative estimates for growth by 2016 are 5,000 jobs and 200 homes. Haringey Heartlands is defined as an Area for Intensification with growth estimates of 1,500 jobs and 1,000 homes. These and other relevant strategic sites are listed in Table 2.4. In Haringey as a whole the Mayor is expecting Haringey to cater for 6,800 new households by 2016.

2.9.2 The Council's draft Unitary Development Plan contains strong planning policies favouring non-car modes. The relevant planning obligations from the Plan are shown in Table 2.3.

Obligation	Type of Development
Improvements to public transport, including new-build facilities e.g. bus stands, bus priority measures and funding of additional/extended services for specified periods.	Employment/Retail/Development in areas of low public transport accessibility
Rail improvements including contributions towards station enhancements	Employment/retail/health/leisure/major new developments

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Improvements to cycling and pedestrian routes and facilities.	General
Adoption of travel plans. (may include setting up car clubs)	Employment/Retail/Education/Health/Leisure
Provision of traffic calming/management and highway safety schemes	General
Parking measures such as: Provision of off-street parking in the development or elsewhere. Management of off-street parking in compliance with policy. Contribution to introduction or maintenance of control of on-street parking.	General
Improvements to signage and street furniture	General

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Table 2.4 Strategic Sites

Name and Address	Existing Use	Proposed use (UDP)	Indicative Number of dwelling units
Arena estate, Green Lanes, N4	Retail warehousing	Housing and retail warehousing	30
Tottenham Campus Middlesex University, White Hart Lane, N17	University	Education and housing	123
Bounds Green campus, Bounds Green Road, N11	University	Commercial and housing	260
Haringey Heartlands, Hornsey Depot and Hornsey Waterworks, including Alexandra School, a large site in central Haringey East and West of the railway line	The site comprises mainly large areas of utilities (including a former water treatment works) and employment land on either side of the railway.	Comprehensive mixed use development to include employment, retail, housing, restaurant, healthcare and community facilities, including education.	600 under construction. 400 to follow
Goulding Court, Clarendon Road N8	Affordable Housing	Redevelopment of existing site for key worker/affordable housing	69 (40 net gain)
Greenfield School, Coppetts Road, N10	Education	Housing	28
Hornsey Town Hall, The Broadway, N8	Council offices	Mixed use	50
Part of Lymington Avenue N22	Residential and temporary retail	Mixed use retail/residential/community use	42
725-731 Lordship Lane N22	Arts centre and car park, car sales, furniture and carpet sales	Mixed use employment/retail/housing. Possible transport improvements as part of any application.	128
BP site, 308 West Green Road, N15	Commercial and residential	Mixed use including residential and retail	50

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<b>Name and Address</b>	<b>Existing Use</b>	<b>Proposed use (UDP)</b>	<b>Indicative Number of dwelling units</b>
White Hart Lane Stadium, High Road, N17.	Football stadium, retail and employment	Expansion. Including better facilities and mixed use development, including residential & possibly a hotel.	500
St Ann's Hospital, St Ann's Road, N15	Hospital site- Barnet, Enfield and Haringey Mental Health Trust owned site. The intention is to redevelop the site, but it is unclear how much of the site will be available for use other than health facilities.	Comprehensive mixed use scheme including residential, health facilities and a school.	200
Wards Corner and Council Offices at Apex House, N15 Seven Sisters and Westerfield Road, N15	Council offices Residential, car park, sorting office and station	Mixed use commercial, retail and residential	250 (including Wards Corner & Apex House)
341 - 379 Seven Sisters Road, N15	Retail/ housing/ industry	Retail/offices/ housing/ community	140
Arena Business Centre	Industrial Live /work	Employed led mixed use development	67
Tottenham Green Baths/ Clyde Road. Town Hall Approach Road, N15	Vacant since 1991. Derelict industrial depot site and derelict baths building	Mixed use. Arts and Education.	140
Land adjacent to railway line White Hart Lane, N17.	Under utilised Industrial	Employment led mixed use development including housing.	80

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<b>Name and Address</b>	<b>Existing Use</b>	<b>Proposed use (UDP)</b>	<b>Indicative Number of dwelling units</b>
Tottenham International including Tottenham Hale Station, the retail park, Hale Wharf and Tottenham Marshes	The framework area comprises mainly commercial / employment land, some designated as DEA. Transport interchange and MOL	Comprehensive mixed use development to include better integrated transport interchange, employment, university campus, retail, housing, leisure including the enhancement of the open space, education and community facilities.	1,500
Texaco Garage, Tottenham Lane, N8	Petrol filling station, vacant lock up garages.	Mixed use, residential and retail.	43
Lawrence Road	Warehouses and offices.	Mixed use, employment and residential	135
Seven Sisters Road/Durnford Street/Gourley Place	Workshops	Mixed use including employment & residential.	100
Omega Works, Hermitage Road, N15	Vacant factory/ warehouse	Mixed use employment and residential.	66
Civic Centre, High Road Wood Green, N22	Council offices	Mixed use	200
<b>Total Indicative Number of Dwelling Units</b>			<b>Approx 5,200</b>