

## **5.9. Mayoral Priority Area: Bringing transport infrastructure to a state of good repair**

### *MTS Policy and/or Proposal*

*Proposal 4G.25: As the first stage in a new approach to street maintenance, Transport for London and the London boroughs will each produce a three-year priority street maintenance plan to cover bridges and principal carriageways reflecting the objectives of the Transport Strategy and available resources. (First plans to be produced by April 2002.)*

*Proposal 4G.26: TfL will work with the London boroughs to develop a long term approach to the funding and management of all aspects of street maintenance throughout London.*

### *Performance Indicators/Targets*

*TfL and boroughs are to bring all A roads and Busy Bus Routes up to a serviceable standard – that is a UK PMS score of 70 or below – by 2010. The target applies at both London-wide and at individual borough level.*

## **Schemes for 2005/6 – 2010/11**

### **Road Maintenance**

5.9.1. The Street Maintenance Plan for the Borough's road network, excluding the Transport for London Road Network (TLRN), is based upon the ROAD2000 condition assessment programme which is undertaken by London Borough of Hammersmith and Fulham on behalf of the Boroughs. The information from this assessment is supplemented by additional condition surveys undertaken by the Council on the remaining parts of the Borough's road network including B and C classified roads which may form part of the Busy Bus Route network.

5.9.2. In order to bring all Principal A Roads and Busy Bus Routes to a serviceable standard, a UKPMS score of 70 or below is required. Many of the Borough's Principal roads fall below this standard, and on this basis, require maintenance. The sections of Principal roads requiring maintenance is shown on the ROAD2000 survey plan at the end of this section.

## **Bridges**

5.9.3. The condition of the existing bridges in the Borough is assessed through Bridge Inspections. Most of the inspections between 2004/05 and 2006/07 will be Superficial Inspections, with some General and Principal Inspections to the more significant structures. In addition, six structures will require load assessment checks to be carried out in 2006/7.

5.9.4. Strengthening works to bring all the Borough's structures to the 40T vehicle loading requirements is almost complete. Two structures remain to be assessed Muswell Hill Road over Subway (No. 98) and Springfield Avenue Retaining Wall (127), which will determine whether strengthening works are required.

## **Road Maintenance Programme**

The criteria used to prioritise the programme of highway maintenance works is as follows:

- Borough Principal Road Network roads and footways which form part of the Busy Bus Route network with UKPMS > 70
- All other BPRN roads with UKPMS > 70
- Local Distributor (B and C Category) roads and footways which form part of the Busy Bus Route network where condition survey identifies treatment
- All other Local Distributor (B and C Category) roads where condition survey identifies treatment
- Footways to other BPRN roads with UKPMS > 70
- Footways to all Local Distributor (B and C Category) roads where condition survey identifies treatment
- Town centre areas, school sites and other amenity areas requiring treatment
- Unclassified roads and footways where condition survey identifies treatment

## **Bridges Programme**

5.9.5. The criteria used to prioritise the programme of highway structure maintenance works is as follows:

- Maintenance works required to all the Borough's structures where there is a significant safety risk
- Strengthening works on all the Borough's structures for 40T vehicle loading capacity
- Maintenance works required to all the Borough's structures where there is a moderate safety risk
- Maintenance works required to all the Borough's structures where there is a minimal safety risk.

The principal road maintenance and bridges programmes are shown in Tables 5.9.7 and 5.9.8 below.

## **Programme for Non-Principal Roads**

5.9.6. The Council agreed an investment programme in borough roads of £1m each year for between 2004/5 to 2006/7. This is to enable us to improve our performance on CPA performance indicators on road condition. In 2005/6, £1.235m was invested in non-principal classified roads. Despite this investment the annual road condition survey of Classified Roads in need of repair has deteriorated from 15% [2003/4] to 19% [2004/5]. However, concern has been expressed on the methodology and accuracy of the electronic surveying equipment used in determining this performance indicator. Consequently, the Audit Commission has withdrawn this indicator from the CPA service framework assessment for 2006/7. Nevertheless, in order to address those classified roads which are in need of urgent repair and improve overall performance, £593,000 will be invested in 2006/7. Details of the 2006/7 programme are in Table 5.9.2.

5.9.7. Regarding the unclassified roads survey results have demonstrated that the performance continues to be good with a projected 14% in need of repair. Our planned investment of £282,000 in 2006/7 will maintain in the short term the current levels of performance although there is a concern that in the longer term performance will deteriorate. Table 5.9.3 details carriageways to be resurfaced during 2006/7.

5.9.8. In relation to footway condition, the projected performance is 35% in need of repair, just above the CPA lower threshold. £375,000 was spend of footway improvement in 2005/6. In order to mitigate the risk of falling below the minimum standard and to deal with those footways in need of repair an investment of £500,000 is programmed for 2006/7. Table 5.9.4 provides details.

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Table 5.9.1 Programme for non-Principal Roads and Footways

Year	Non – Principal Roads Cost £k	Footway works cost £k
2005/6	1,235	375
2006/7	593	500
2007/8	415	250
2008/9	450	250
2009/10	820	250
2010/11	500	250

Table 5.9.2 Programme for Non-Principal Classified Roads 2006/7

Road Name	Estimated cost £k
Albert Road, N10	60
Albert Road, N15	37
Bedford Road, N10	41
Buckingham Road, N10	50
Creighton Avenue, N10	40
Highgate High Street, N6	70
Northumberland Park, N17	60
Philip Lane, N17	20
St Ann's Road, N4	50
White Hart Lane, N17	45
Wolves Lane, N22	120
Total	593

Table 5.9.3 Programme for non-classified roads 2006/7

Road Name	Estimated cost £k
Birkbeck Road	17
Cholmeley Park, N6	30
Clifton Gardens, N15	20
The Crossway, N22	13
Croxford Gardens, N22	6
Eastern Road, N10	22
Ennis Road, N4	22
Higham Road, N17	27
Montenotte Road, N8	15
Muswell Avenue, N10	23
North Grove, N4	22
St Loys Road, N17	30
Stirling Road, N17	30
Tower Terrace, N22	5
Total	282

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Table 5.9.4 Footway renewal programme for 2006/7

Road Name	Estimate £k
Albert Road, N10	50.5
The Avenue, N17	20
Brantwood Road, N17	32.5
Burlington Road, N10	16
Clarence Road, N22	32
Eastern Road, N10	33
Garman Road, N17	37
Harringay Passage, N4	32.5
Holcombe Road, N17	22
Langham Road, N22	21
Marsh Lane, N17	8.5
Northumberland Park, N17	70
Ringwood Avenue, N10	33.5
Shelbourne Road, N17	34
Stapleton Hall Road, N4	18
West Road, N17	14.5
Wood Lane, N6	25
Total	500

### Programme for Street Lighting

5.9.9. A comprehensive inventory of all street lights was completed in October 2003. This shows that some 14,558 lighting columns are currently in service in the Borough. 5,930 of these are considered to be life expired and in need of change. This represents 40% of the total lighting stock. In addition the inventory has shown that 2,320 aluminium lighting columns, 16% of stock, are incorrectly spaced. These are a future maintenance problem and should be replaced to bring the lighting stock up to current British Standard design. A total of 8,250 columns will need to be replaced. The estimated replacement costs for these lights is £9m. Funding from various sources will be identified to implement the programme.

5.9.10. A £1m per year capital programme has been agreed for streetlighting and funded for 2004/5, 2005/6 and 2006/7. The aim is to ensure that by 2010 the Borough's lighting will meet current British Standards and have a low maintenance factor. The aim is to meet the following standards for all new lighting:

- All columns to have a minimum design life of 25 years with an expected minimum useful life of 40 years
- All lanterns to be designed for an operational life of 25 years. By that time new lighting technology and standards may affect the continued use of the equipment

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- The light source should be white to BS5489 category 3/1 lighting levels. The Borough has begun to move towards this type of light source
- High quality photo-electric control switches to ensure the lights go on when required, off at the appropriate time in the morning and give accurate control for a guaranteed period of 10 years but with the expectation of a 20 year life

5.9.11. The annual programme is based on an asset survey carried out in 2004 and on local consultation with the Police to address crime hot-spots. This is enabling replacement of aged stock, crime reduction, improved levels of working street-lights and higher resident satisfaction with streetlighting.

The proposed programme for 2006/7 is detailed in Table 5.9.5.

Table 5.9.5 Street Lighting programme for 2006/7

Area	Estimate £k	Comment
Northumberland Park	150	Part of 3 year programme; links to 20mph zone scheme and housing scheme
West Green	100	Continuation of scheme complementing 20mph zone scheme and housing scheme
Bounds Green and Woodside	150	Scheme linked to Better Haringey Estates Improvement Programme undertaken in 2005/6
Crouch End	150	Continued works
Muswell Hill	150	
Highgate	150	
Contingency fund	150	Funding for urgent column replacements
<b>Total</b>	<b>1000</b>	

Table 5.9.6 Street Lighting programme for 2007/8 – 2010/11

2007/8	Replace 600 concrete columns of a nominal height of 5m with 6m steel columns	1,000,
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2008/9	Replace 600 concrete columns of a nominal height of 5m with 6m steel columns	1,000
2009/10	Replace 600 concrete columns of a nominal height of 5m with 6m steel columns	1,000
2010/11	Additional investment may be required to complete the programme depending on identification of other sources of funding during the previous 6 years	

5.9.12. Our street lighting programme will provide benefits for all road users. However, women and other vulnerable groups would particularly benefit from improvements to street lighting. The focus on the deprived eastern part of the Borough in recent years has benefited black and other ethnic minorities. A recent Safer Communities Survey identified most residents felt safe during the day while the majority feel unsafe or very unsafe after dark. Improvements to street lighting can have a significant impact on perceptions of safety and hence encourage more local activity especially more walking.

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**Table 5.9.7 Road Maintenance Programme**

Road	2005/6		2006/7		2007/8		2008/9		2009/10		2010/11	
	Condition [UKPMS]	Cost £k	Condition [UKPMS]	Cost £k	Condition [UKPMS]	Cost £k	Condition [UKPMS]	Cost £k	Condition [UKPMS]	Cost £k	Condition [UKPMS]	Cost £k
<b>Principal Road Network</b>												
Boreham Road	>70	113										
Bounds Green Road	>70	204							>70	160		
Hornsey High Street	>70	160										
Muswell Hill	>70	140										
Turnpike Lane	>70	174										
Fortis Green					>70	40						
Lordship Lane												
Park Road					>70	275						
Priory Road							>70	215				
Tottenham Lane			>70	180			>70	255				
West Green Road			>70	515	>70	360			>70	125		
High Road Wood Green					>70	400						
The Roundway							>70	200				
Watermead Way							>70	490				
Westbury Avenue							>70	200				
Green Lanes					>70	350						

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Road	2005/6		2006/7		2007/8		2008/9		2009/10		2010/11	
	Condition [UKPMS]	Cost £k	Condition [UKPMS]	Cost £k	Condition [UKPMS]	Cost £k	Condition [UKPMS]	Cost £k	Condition [UKPMS]	Cost £k	Condition [UKPMS]	Cost £k
High Road, N17									>70	450		
High Road, N22									>70	440		
The Broadway, N8									>70	95		
Crouch Hill									>70	190		
Crouch End Hill									>70	315		
Other Principal Roads											>70	1500
<b>Footways</b>												
Footways on Principal Road Network												470
Footways on Local Distributor Roads												250
Town Centres												100
Unclassified Roads and Footways												200
<b>Total</b>		<b>791</b>		<b>695</b>		<b>1425</b>		<b>1360</b>		<b>1775</b>		<b>2520</b>

**Table 5.9.8 Bridge Maintenance Programme**

Location	HGY ref	Owner	2005/6 £k	2006/7 £k	2007/8 £k	2008/9 £k
Hornsey Lane over Archway Road	1	LBH	56	377		
Turnpike Lane over New River	36	LBH	330			
Springfield Avenue retaining wall	127	LBH	5			
Muswell Hill Road over railway	93	LBH	4			
Clyde Road over Rail	71	Network Rail	7			
Ferry Lane over Rail	18	Network Rail	7		6	
Green Lanes over Turnpike Lane station subway	11	London Underground	2			
Ferry Lane over Tottenham Hale subway	17	London Underground	6			
Buckingham Road over Rail	52	Network Rail		10	13	
Wightman Road over rail	65	Network Rail		2	130	1610
Mattison Road over New River	29	LBH		5		
Hampden Road over New River	35	LBH		1	3	
Duckett Road over New River	28	LBH		5		
Burgoyne Road over New River	26	LBH		5		
Leeside Road over Railway	61	LBH			15	
Muswell Hill Road over disused railway	96	LBH		6		
Avenue Road over disused railway	103	LBH		6		
Cornwall Road over disused rail	104	LBH		6		
St James Lane retaining wall	130	LBH				

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Green Lanes by station	10	Network Rail				
St Anns Road/ Seven Sisters Road	13	Network Rail				
Seven Sisters Rd/ Birstall Road	15	Network Rail				
Ferry Lane over Pymmes Brook	19	LBH				
Ferry Lane over River Lee [new lock]	21	BWB				
Ferry Lane over River Lee [diversion]	22	LBH				
Endymion Road over New River	24	LBH				
Umfreville Road over New River	25	LBH				
Duckett Road over New River	28	LBH				
Pemberton Road over New River	30	LBH				
Warham Road over New River	31	LBH				
Myddleton Road over New River	43	LBH				
Finsbury Park footbridge	45	Network Rail				
Endymion Road over rail	46	Network Rail				
Hornsey station footbridge	48	Network Rail				
Tottenham Lane/Turnpike Lane	49	Network Rail				
Alexandra station footbridge	51	Network Rail				
Durnsford Road over rail [tunnel]	53	Network Rail				
Blake Road over rail	54	Network Rail				
Park View Road footbridges over rail	57	Network Rail				
Park View Road subway under rail	58	Network Rail				
Carbuncle Passage footbridge over rail	59	Network Rail				
Mount Pleasant Villas over rail	62	Network Rail				
Stapleton Hall Road over rail	63	Network Rail				
Oakfield Road over rail	64	Network Rail				
Hermitage Road over rail	66	Network Rail				

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Markfield Road under rail	68	Network Rail				
St Ann's Road under rail	69	Network Rail				
West Green Road under rail	70	Network Rail				
Clyde Road over rail	71	Network Rail				
Philip Lane over rail	72	Network Rail				
Steele Road over rail	73	Network Rail				
Total			417	423	167	1610

## **Recycling**

5.9.13. We are actively pursuing the recycling of carriageway surfacing as part of the road maintenance programme. All bituminous/asphalt surfacing removed from highway locations is recycled. The removed material is either resold or re-crushed and reused. 30% of removed materials are taken back to a mixing plant and 70% of the removed material is re-crushed/re-used.

## **Asset Management Plan**

5.9.14. We are to commission consultants to prepare an Asset Management Plan. The development of an asset management plan is a significant undertaking. The aim of the plan is to make effective practical progress in developing meaningful plans to assist the Council in delivering long term improvements to the infrastructure and improving CPA performance on highway condition. We are seeking to complete the work by early 2007.

5.9.15. The asset management plan is a long term strategy to highway investment, management and improvement. The work will be in three main aspects:

- undertake review of current practice
- develop generic asset management plan suitable for Haringey
- deliver a series of workshops to raise awareness, buy in and ownership of the asset management plan going forward.

5.9.16. The asset management plan provides the link between the corporate and service objectives and the operational delivery of the highways service. It encompasses a strategic approach to develop prudent stewardship of the Council's most valuable asset. It is expected the asset management plan will comprise the following sections:

- Introduction
- Business Processes
- Levels of Service
- Service Options
- Lifecycle Plans
- Financial Management and Valuation
- Risk Management
- Forward Work Programme
- Performance Monitoring
- Improvement Action Plan

The asset management plan will consider the following assets:

- carriageways
- footways

- cycleways
- drainage
- lighting
- lit signs
- unlit signs
- barriers and street furniture
- safety fences
- structures
- winter maintenance
- trees and planted areas
- verges
- fences, hedges and boundary markers
- road markings and studs
- public rights of way
- crossings
- ITS
- non-physical assets [eg controlled parking zones]

5.9.17. Preliminary work has been undertaken on the asset management plan. A scoping study has highlighted the scale of the issues for the asset management plan. The work focused on the carriageway as this is seen as the major driver of maintenance funding need and the major contributor to the depreciation of asset value. The output from the study included budget level estimates of future funding required to maintain the current level of condition and highlighted a long-term programme and valuation to meet upper threshold BVPI level.

5.9.18. Currently Haringey is placed near the upper CPA threshold level for B and C roads [non-Principal] and near lower threshold level for unclassified roads. Given the current level of investment in the B and C roads it will take three years to achieve upper threshold level. For unclassified roads the current level of funding is insufficient and will not provide any level of improvement. For footways an increase in investment [estimated at £1m per annum] would be needed to increase BV187 over the next four years to take them to upper quartile. For carriageways on B and C roads and unclassified roads investment of £4.4m in 2006/7 is required with £3.3m for the next 10 years needed.

5.9.19. The Council is supporting a phased approach with £2m invested in 2006/7 on B and C roads with an additional £0.8m annually thereafter to sustain upper threshold levels. In 2007/8 we are seeking to invest £2.5m per annum for 10 years on the unclassified road network. For footways we are planning to maintain existing investment levels of approx £440,000. This will maintain continuous improvement in achieving BV 187 in year 2015. We are looking at options for funding this investment.

## **Town Centres**

### **Introduction**

5.10.1. Haringey has a number of town centres. The largest of which is Wood Green, defined in the London Plan as a Metropolitan Centre. The hierarchy of town centres is defined as follows in the UDP:

### **Metropolitan**

Wood Green Metropolitan Centre

### **Town Centres**

Crouch End  
Green Lanes  
Muswell Hill  
Tottenham High Road/Bruce Grove  
West Green Road/Seven Sisters Road

### **Local Shopping Centres**

There are 37 local shopping centres throughout the Borough.

5.10.2. The Council is seeking to maintain and enhance its town centres. This support for town centres links with the Mayor's economic strategy and the continued health of town centres also has a significant role to play in the success of meeting the aims of the Council's transport planning policies. Owing to town centres' traditional role as a foci for activity, public transport links typically radiate from them and this enables shoppers to reach them by a range of transport modes.

5.10.3. Furthermore, town centres assist in reducing car trips through a mix of land uses – shops, offices, restaurants and residential – within a concentrated area. This means many journeys are shared trips and can be undertaken on foot. It will be essential to discourage car trips to town centres. Our focus is on enhancing the environment within and around town centres to encourage more journeys by foot, cycle and public transport. However, there is a need to improve the safety and security of existing off-street car parks within the Borough's town centres.

5.10.4. Major improvements have been completed in Wood Green town centre under the Capital Challenge programme in 2000. The works included improvements to the public realm such as widening and relaying footways, better street lighting and new cycle stands. Distinctive bus shelters were put in as well as informal and formal crossings. A 20mph

zone has been introduced subsequently. There is scope to replicate this type of improvements in other town centres in the Borough.

### **Schemes for 2005/6 to 2010/11**

#### **Tottenham Town Centre**

5.10.5. Tottenham High Road, Bruce Grove and Park Lane are areas in the top five percent of English wards with multiple deprivation, and feature high levels of unemployment and low levels of consumer income.

5.10.6. The High Road is one of the main routes out of London and is characterised by very heavy traffic, congestion and road danger. The focus of town centre activities on the High Road has contributed to a significant accident problem, particularly at popular crossing points and around bus stops and junctions.

5.10.7. Tottenham's primary retail frontage as defined in the UDP extends northwards from St Loy's Road and abuts Stoneleigh Road to the west. The town centre offers a mix of retailing and a pedestrian-only market which are accessed from Bruce Grove station and numerous bus services including the recently upgraded Route 149. Three municipal car parks are situated on Stoneleigh Road, with a further municipal car park on Somerset Road. The UDP states that the town centre should be accessible, inviting, safe and inclusive.

5.10.8. Key findings of a recent Tottenham Town Centre Health Check reveal that of people travelling to the centre, 72% are on foot; 19% arrive by bus and only 6% of shoppers are car-borne.

5.10.9. The Health Check reveals that key issues among shoppers are crime and the hazardous environment created by heavy and congested traffic. Public concerns about local road safety are reflected in the Road Safety Plan (separate Chapter of the LIP), which indicates that the High Road contains road lengths and locations in the top ten for accidents in the Borough. There is also a clear need for measures to combat street crime and improve personal safety.

5.10.10. The area also has a poor public realm. A consistent theme in both the Health Check and the High Road Regeneration Strategy is that until the impact of heavy traffic throughout the length of the High Road is mitigated, other regenerative measures to improve the wider environment and attract investment can only be limited in their effect.

5.10.11. A recent street audit has revealed a need for maintenance of pavements and street furniture; there is also a clear need to improve the environmental quality of the area and to address accident problems

through effective traffic management and road danger reduction. In addition, the Stoneleigh Road Car Park is in need of urgent renewal.

5.10.12. TfL has already carried out works on the TLRN including bus priority measures, replacement lighting, kerb straightening and footway renewal. A street scene audit has also been carried out by TfL to look at opportunities for the rationalisation of street furniture.

5.10.13. Park Lane forms part of the town centre and is a principal focus of pedestrian activity on match days. It joins the High Road at White Hart Lane Stadium and provides a link to Northumberland Park bus interchange and station. The road serves a wide range of land uses and functions, including a local shopping parade, housing, the football ground and two schools. Park Lane has been the subject of a streetscape and traffic management improvement study and strategy, which has been developed with the involvement of local people and the North London Chamber of Commerce.

5.10.14. A Step 1 submission has been prepared and submitted to TfL in April 2006. Funding of £50,000 has been allocated to develop the project further in 2006/7. The purpose of this scheme is to deliver improvements to the public realm of Tottenham Town Centre. In particular the scheme aims to:

- Improve the physical and living environment of Tottenham and improve the accessibility of residents to sustainable forms of transport
- Increase the opportunities of local people to use the street as a local environment by creating attractive outdoor living spaces, resulting in reduced social exclusion
- Improve the facilities for pedestrians, cyclists and bus users resulting in increased journeys by these modes, supporting a reduction in vehicle dominance of the High Road and adjoining roads
- Improve personal security and reduce the perception of crime
- Improve public access to transport interchanges
- Facilitate regeneration and sustainable growth of the local community by integrating the town centre scheme with other development proposals such as the possible Tottenham Hotspur football development

The estimated cost of the proposals is approximately £1.9m.

### **Green Lanes Town Centre**

5.10.15. Green Lanes is in an area that is among the most deprived 10% in England using the Government's Indices of Deprivation 2000 and feature high levels of unemployment and low levels of consumer income.

5.10.16. Green Lanes primary retail frontage as defined in the UDP extends from Beresford Road in the north to Endymion Road to the south. It has a vibrant evening economy. Recent investment has included improvements under route 29/329 through LBI1. There is a high frequency bus service along the main retail centre. Harringay Green Lanes station on the Barking – Gospel Oak line has been improved and is one of the few fully accessible stations in Haringey.

5.10.17. Despite these advantages Green Lanes suffers from high volumes of traffic for much of the working day and evening peaks, a high number of road collision casualties [Green Lanes has one the highest concentrations of casualties in the Borough] and from parking pressure through the needs of local businesses and for loading/unloading.

5.10.18. The Town Centre Health Check showed that more than half of the people surveyed walked to the centre, with a further 22% using their car and another 26% coming by bus. Key issues for shoppers were the lack of parking, dissatisfaction with the environment with the top priority of cleaner streets. The project to improve Green Lanes would complement work on the LCN plus route and local safety scheme for Green Lanes set out in Tables 5.7.7, Table 5.7.12 and Section 5.1 of this Chapter.

5.10.19. A draft Green Lanes Neighbourhood Strategy and associated Action Plan has been approved. A holistic approach is being taken on planning, crime, waste management and traffic management. The programme includes improvements to bus stops and access to bus stops, reducing street clutter, enhancements to footways, improved pedestrian crossing facilities, better street lighting, improved pedestrian and cycle access to the town centre, reviewing waiting and loading arrangements and review traffic management measures in the town centre and surrounding residential roads. The overall cost is estimated at £750,000. Full details are provided in a Form 1.

### **Wood Green Town Centre**

5.10.20. Wood Green is classified as a Metropolitan Centre, one of only 10 identified in the London Plan (2004). It is the largest centre in the Borough consisting of around 330 units comprising 86,864m<sup>2</sup> of floorspace.

5.10.21. The 2003 Retail Capacity Study recommends the Wood Green should be the key focus for additional comparison goods floorspace and

identifies limited redevelopment opportunities in the centre. These include 725 – 731 Lordship Lane, and the Mall which is currently occupied by the Library and other units including the main post office.

5.10.22. A Town Centre Health Check for Wood Green found that 28% of shoppers arrive by car, 54% by bus and 15% walk. Only 3% arrived by tube. A recent survey of residents in and around Wood Green found that of those people who did not find the town centre easy to get to 67% highlighted the issue of traffic congestion and 54% cited the lack of car parking space.

5.10.23. The area adjacent to Wood Green Metropolitan Town Centre comprises large tracts of underused utilities land and is identified as an 'Area of Intensification' in the London Plan. The Council in conjunction with key stakeholders has developed a framework for this area known as Haringey Heartland Development Framework. One of the key aims and objectives of the framework will be to extend and complement Wood Green's role as a metropolitan centre, and help sustain and enhance the existing commercial provisions on Hornsey high Street.

5.10.24. The Council implemented package of enhancements to Wood Green town centre under the Capital Challenge initiative by 2000. This complemented the successful SRB bid for the Haringey Heartlands which received £13.7 million of Government funds.

5.10.25. A short link road between Bury Road and Noel Park Road was completed in the autumn of 1999. The road provides improved access to car parks and services yards, thereby avoiding currently tortuous routes through local streets.

5.10.26. We have been successful in obtaining £5m funding from ODPM under the Community Infrastructure Fund for a spine road through Heartlands to pump prime the regeneration area.

5.10.27. The aim is to further enhance the town centre by improvements to public transport and pedestrian and cycle access and facilities. The project would reduce street clutter where necessary, enhance footways and carriageway to enhance the pedestrian experience, enhance street lighting, improve signage, enhance pedestrian crossings and improve pedestrian and cycle access to the town centre from the surrounding residential areas. The overall estimated cost is £750,000. Full details are provided in a Form 1.

### **West Green and Seven Sisters Town Centre**

5.10.28. The West Green and Seven Sisters area is among the 5% most deprived in England. It is the smallest of the Borough's town centres with a

predominance of local independent traders. The centre stretches from Braemar Road in the west to Tottenham High Road.

5.10.29. It is made up of 154 units forming 17,503m<sup>2</sup> of floor space. The area is well-served by public transport with numerous bus services on Tottenham High Road and West Green Road as well as the Victoria line and national rail through Seven Sisters.

5.10.30. The Town Centre Health Check revealed that about half of respondents walked to the centre with a further 30% by car. About 16% come by bus. There was an overall dissatisfaction with the environment.

5.10.31. The Council is working with a partner to develop the Wards Corner site by the station for a mixed-use development with potentially improvements to the station environment.

5.10.32. Work has been undertaken in 2004/5 to support bus priority for route 41 on West Green Road. Other works in recent years have included safety and security measures around Seven Sisters station through the Personal Security and Transport Interchanges project [see section 5.6 above] and a CPZ implemented around the station to discourage commuter parking.

5.10.33. The Council is working with the GLA/LDA and other stakeholders to develop improvements to the Tottenham gyratory. This work would complement enhancements to the shopping centre.

5.10.34. The proposals for the town centre include enhancing footways, pedestrian crossing facilities, street lighting enhancements, better access by foot and cycle, improved signage and accessibility enhancements. The estimated cost is £750,000. Full details are provided in a Form 1.

### **Crouch End Town Centre**

5.10.35. Crouch End is a busy local centre with a vibrant evening economy. However the centre of Crouch End is bisected by busy roads – Tottenham Lane, Crouch Hill, Crouch End Hill and Park Road – with congestion for much of the day. Crouch End is a relatively inaccessible shopping centre. There are no underground or national rail services close to the centre although the area is reasonably well served by bus links. This is reflected in how people get to the shops – only 18% come to the centre by bus with 45% walking and 30% arriving by car.

5.10.36. Some bus priority measures have been introduced in recent years to assist access to and through the town centre.

5.10.37. A number of improvements are proposed for the town centre. These include footway improvements, additional CCTV cameras, pedestrian crossing enhancements and parking and loading reviews. The estimated cost is £500,000. Further details are provided in a Form 1.

### Muswell Hill Town Centre

5.10.38. Similar issues are facing Muswell Hill as Crouch End. Traffic congestion is an issue for the centre. There are no nearby rail or underground stations but Muswell Hill is well-served by bus services, several of which terminate on the Broadway. Classified as a District Centre, it has 191 units comprising 30,165 m<sup>2</sup> of floorspace. The centre has a broad retail mix with a vibrant night-time economy. Research has shown that over half of enquiries for new commercial space in the centre were for food and drink.

5.10.39. About a quarter of shoppers walk to the centre with more than half by bus. Work has been undertaken in recent years to improve bus access to the centre such as priority measures for routes 43 and 144.

5.10.40. Proposals for the town centre include additional pedestrian crossings by the bus stand, pedestrian facilities at the Fortis Green Road/Muswell Hill Road junction and footway enhancements. The total cost is estimated at £500,000. Full details are provided in a Form 1.

**Table 5.10.1 Town Centre Programme**

Area	Costs £k				
	2005/6	2006/7	2007/8	2008/9	2009 -11
Tottenham Town Centre	0	70	911	969	0
Green Lanes	0	0	200	550	0
Wood Green	0	0	350	400	
West Green Road/Seven Sisters	0	0	0	300	450
Crouch End	0	0	0	0	500
Muswell Hill	0	0	0	0	250
Total	0	70	1461	2219	1200

## 5.11. Travel Awareness and Travel Plans

### Introduction

5.11.1. Travel awareness is a key element of the Council's transport planning activities, which aim to reduce car dependency and promote alternatives including walking and cycling (active travel) and public transport use. In order to engage with the public, the Council considers it important to tailor marketing and promotion to three specific areas:

- *Employers* Approximately a third of trips are made for travel to work purposes. A substantial proportion of the workforce travels to work over short distances and on routes that are compatible, at least in part, with existing public transport services and walking and/or cycling. Investment in a travel plan is a good business investment because of potential cost savings, land release (from car parking) and benefits to employees. Collectively travel plans along with other 'soft factors' could have a very positive cumulative impact in terms of reducing travel demand. This could lead to significant benefits to the economy and the environment.
- *Educational establishments:* Our school travel plan officers are helping educational establishments to develop their own travel plans. This will encourage more pupils / students to walk, cycle and use public transport to reach school, and give parents the confidence to allow their children to travel independently. Our Safer Routes to Schools schemes are complementary to this. Supporting information in the form of leaflets, videos and other materials can be made available.
- *Personal travel:* 60% of journeys in Haringey are less than 5km long. This distance is ideal for promoting walking and cycling (active travel that produces health and other benefits), and more public transport use. The Council aims to encourage people to make more of their journeys by more sustainable modes of transport, through programmes of education, encouragement and constraint.

5.11.2. Travel awareness is an educational tool that can assist the Council to deliver its transport planning objectives in the following ways:

- Explaining why the Council is following a particular line with regard to sustainable transport and traffic restraint;
- Explaining the benefits to the individual of the Council's approach;
- Explaining how the individual can contribute and benefit from changing travel habits;
- Involving people in the planning and development of travel initiatives; and
- Helping people to gain awareness of how to use alternative modes, for example through marketing our cycle training programmes.

5.11.3. A recent report from the Department for Transport has shown the potential of various measures to influence car use. The Council has progressed work in a number of areas including participating in “In town without my Car” and “Good Going” campaigns as well as programmes to promote cycle use. Our work on promoting travel plans at schools is detailed in a separate Chapter. The development of travel plans at the workplace is being undertaken at the sub-regional level and we are working with LB Islington and LB Camden in the North Central Travel Plan network to promote the benefits of workplace travel plans with larger employers. We are implementing our own staff travel plan including setting up a car sharing scheme and significantly increasing cycle allowances.

5.11.4. We have participated with partners in North London on a programme to promote car sharing. This has received significant publicity through a website and has been promoted through a wide range of publicity campaigns.

5.11.5. Workplace travel plans are increasingly being requested by the Council to support measures to reduce the traffic impact of new developments. Between 1999 and 2003 a total of 5 travel plans were required for commercial developments with 5 travel plans requested in 2004 alone. Similarly school travel plans in relation to development are being prepared at 6 schools.

5.11.6. UDP Supplementary Planning Guidance 7c Travel Plan sets out the desirable requirements for the content of a travel plan which include setting up car sharing schemes and car clubs, promotional activities and employing a travel plan co-ordinator.

### ***Mayoral Policy and/or Proposal***

*Proposal 4P.4: The London boroughs in conjunction with TfL and key partners including business, health authorities and educational establishments will develop programmes to encourage individuals and organisations to adopt more sustainable modes of transport. These will include:*

- *Travel awareness campaigns: The London boroughs will develop programs to make people aware of the benefits of sustainable travel. This could include information packs and presentations at schools, and participation in high profile events (such as car free day)*
- *Workplace travel plans: The London boroughs will develop a programme to provide travel advice in partnership with TfL. Employers will be encouraged to establish travel plans, to inform employees of the options available, and address issues such as parking provision, location decisions, and lack of facilities for*

*cyclists. Such plans should be an integral part of development applications (see Policy3.Po7).*

- *School Travel Plans: The London boroughs will work with schools to develop Plans that encourage more sustainable forms of Travel and reduce traffic congestion at schools.*
- *Exploring marketing and ticketing opportunities to encourage The use of public transport for visits to major cultural and leisure events*
- *Campaigns to encourage responsible car use and driving techniques*

### **Schemes and Programmes for 2005/6 – 2010/11**

5.11.7. Much of the work in promoting travel awareness and workplace travel plans is revenue intensive. This has put pressure on the Council's own limited resources as funding from Transport for London has been targeted at capital spend. We will be undertaking work to promote travel plans and into travel awareness campaigns under the Good Going banner. Further work is needed on promoting car sharing and setting up car clubs as well as supporting initiatives to encourage the take up of travel plans at workplaces and other commercial locations. Promoting greater use of public transport may not be more sustainable than a full private car if bus or train occupancy is low. Haringey's public transport network is generally well used. The exception may be contra-peak rail services although as these services are already running to provide heavily utilised peak direction services there would be environmental benefits from promoting their use.

5.11.8. In 2005/6 the small amount of funding was used for general promotional work such as for the Good Going campaign. For 2006/7 our efforts will be aimed at travel awareness events, supporting walk to school initiatives, organising events as part of "In Town without my Car" day and initial work in setting up car clubs.

5.11.9 Haringey is part of the North Central Travel Plan Network and share a dedicated sub regional workplace travel plan coordinator (with Camden and Islington) to work with businesses within Haringey. This sub regional post is an essential staff resource to enable the borough to increase the number of workplace travel plans that are implemented and assist in the monitoring and evaluation process for established travel plans. All Work Place Travel Plans will be submitted, monitored and evaluated using the I-Trace database. Baseline and bimonthly submissions to TfL will reflect progress on delivering the SMART Targets for Work place travel plan implementation and modal shift delivery.

5.11.10 The Council intend to specifically develop travel plans for the main places of worship within the borough which attract large numbers of visitors from across Haringey and surrounding boroughs on specific days

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of the week. The main centres of worship are Churches, Mosques, Synagogues and Gurdwara congregations. These centres of worship are well attended which often creates traffic congestion and parking difficulties in the local vicinity. The development of a travel plan for each centre of Worship would create an ideal opportunity for its Congregation to consider their weekly travel habitats when visiting their chosen place of worship and for the Centre and Council to identify accessibility needs.

5.11.11 The programme for future years will focus on the areas described above. LB Camden has secured continued funding to develop workplace travel plans on behalf of the three boroughs of Camden, Haringey and Islington. Haringey intends to take full advantage of this funding from 2006/07 onwards, working closely with our North Central Travel Plan Network sub regional workplace travel plan coordinator to develop the work areas described in 5.11.9-5.11.10, above, specially for Haringey. Full details are provided in a Form 1 (044).

**Table 5.11.1 Travel awareness programme**

Programme	Cost £k				
	2005/6	2006/7	2007/8	2008/9	2009-11
Travel awareness promotional events and	2	25	50	50	100
Development of workplace travel plans	0	0	15	20	20

## **5.12. Regeneration Areas - Tottenham International and Haringey Heartlands**

### **Tottenham International**

Tottenham Hale is identified in the London as a potential regeneration area. Its close proximity to the Lee Valley Regional Park and a major transport interchange serving London and Stansted International Airport offers a major opportunity for catalyst development driving regeneration in the area. A Framework Plan has been prepared which provides a mechanism for managing sustainable change. It suggests strategic directions and development principles for key sites, offers a stable basis for the planning and development process, aims to engender confidence and provide certainty while promoting quality in urban design and architecture.

Following public consultation and revision, the plan will be adopted to provide guidance for development control purposes. It will also provide a basis for planning the delivery of development and regeneration in the defined area east of Tottenham High Road.

### **Context and Strategy**

The Framework Plan for Tottenham International addresses the economic and employment changes affecting the area, the loss of manufacturing space, lack of investment, and failure to capitalise on its location on the River Lee. The shift in economic balance towards east London and growth planned at Stansted International Airport provides new opportunities as improvements to rail and tube services are planned. The Council aims to strengthen the area's competitiveness, attract investment, create safer sustainable communities, improve transport and the environment while raising educational achievement. The Framework Plan is part of a holistic approach to transforming the area. To maximise potential, a managed land assembly process is envisaged to ensure well located sites are available and strategic development delivered.

Tottenham International has been defined in the London Plan as an Opportunity Area, potentially achieving 5,000 jobs and at least 200 new homes. Its location within the London, Stansted, Cambridge, Peterborough Corridor identified in the Government's Sustainable Communities programme provides the context for enhanced transport capacity to meet these requirements.

### **Vision & Objectives**

The Council's vision is to deliver an integrated flagship mixed-use Urban Centre development so that by 2020 Tottenham Hale will be a centre for

business, the place to live and a vital and dynamic location where residents and business can enjoy the river valley, Lee Valley Regional Park and excellent transport connections.

The objective is to provide:

- An integrated urban form and structure that ensures the development of a sustainable mixed-use community;
- A new economic driver for the area;
- A high quality natural environment;
- Improved public transport services.

The Council recognises that this is likely to take 10-15 years to achieve, and that from the outset the support of regeneration partners, landowners, businesses and residents will be necessary.

#### Public Transport, Parking and Access

##### Tottenham Hale Station Interchange

The quality of the existing interchange is poor, both functionally and environmentally. The southbound platform is currently inaccessible to disabled people. The Council, with respective owners and transport companies, has established a review group to consider options for the redevelopment of the interchange as part of the proposed Tottenham Hale Urban Centre. This group will consider the operators current and future functional requirements for the interchange following review of potential additions to routes and service patterns. Proper regard for the needs of coaches, taxis, cyclists and 'kiss and ride' drop-off points will be included in the review.

The Council will continue to support proposals to upgrade the West Anglia rail route through Tottenham Hale and Northumberland Park stations. West Anglia Route Development [WARD] is a Network Rail proposal to provide additional capacity between London and Cambridge. However, the scheme is unlikely to meet the increasing demand from development and the transport needs of additional passengers to Stansted Airport.

The Council intends, through negotiations with Strategic Rail Authority and the Department for Transport as its successor and the rail operators, to ensure that the people of Haringey can benefit directly from improved services and that new capacity should not only be directed at Stansted Airport users. The enhanced interchange and development now planned at Tottenham Hale is expected to result in direct employment and functional connections between Stansted and Haringey, to the benefit of both. The Council therefore intends to consult with the airport operator to make sure that these benefits are delivered.

### Additional Rail Infrastructure Improvements

The Council supports the provision of new rail services in the Lower Lee Valley serving Stratford. However, we will be continuing to press the Government for investment in infrastructure to allow higher frequency rail services towards both Liverpool Street and Stratford. The provision of these services would have the effect of ensuring that Haringey's population can access and benefit from the regeneration and economic change now taking place in East London and within the Lee Valley as a whole.

### Car Parking

The Council wishes to restrict car-parking provision. In order to minimise local impacts upon the environment the Council will seek to achieve a sustainable transport strategy to ensure that most trips are made by public transport rather than by private car. Car parking provision will therefore be restricted in accordance with the Mayor of London's Transport Strategy and London Plan policies, which establish the reduction of traffic congestion as a key priority. The London Plan, quoting targets for 2011 proposed within the Transport Strategy, states that "To help reduce congestion, targets have been set for the reduction of weekday traffic by 15 per cent in Central London, zero growth across the rest of inner London and reducing growth in outer London by a third, with the aim of achieving zero growth in outer London town centres."

The Council accepts that these policies will demand innovative solutions. Car ownership per household within the Borough remains low, at 53%. In the context of mixed development proposals that can deliver fully integrated public transport interchanges, the Council will consider organised car-free neighbourhoods that contribute to the delivery of design excellence. Such schemes should be available to all who may choose to live within them, including people with disabilities. In consequence, there may be a requirement for controlled parking spaces for disabled residents and visitors.

### Walking & Cycling

The Council recognises the role that walking and cycling can have in helping to reduce traffic congestion in the Borough. It is acknowledged that improved public transport will remain the primary means of achieving this objective, particularly for elderly, infirm or disabled people. The improvement of conditions and facilities for cyclists and pedestrian safety therefore remains a priority in order that short journeys can be made in an appropriate manner. The Council will require that safe, convenient, accessible and direct pedestrian access is provided from new development to public transport nodes and key land uses. Major new

developments should therefore provide high quality, segregated pedestrian and cycle routes that provide good connections to existing street patterns, communities, and planned and existing public transport stopping points. Cycle parking facilities meeting standards established in the London Plan and Transport Strategy will be required in both commercial and residential developments.

#### Access

The Council will ensure, wherever possible, that new development within the Framework Plan area will be fully accessible to all sections of the community. It is intended that this will create equal opportunity for employment, housing tenure and use, and for commercial, leisure and community facilities.

#### Progress on the Development Framework

Extensive consultation was undertaken on the draft Framework as part of the process for the draft UDP. The document has been finalised which has led into the development of a masterplan. Work on developing a masterplan for Tottenham International is progressing using funding from the ODPM in a project led by the LDA with LB Haringey, GLA and TfL as stakeholders. The study includes ideas to develop Tottenham Hale station as a major interchange for rail, underground and bus as well as improving access by foot and by cycle. The masterplan is expected to be completed by summer 2006.

The masterplanners examined options for the gyratory comprising Tottenham High Road, Monument Way and Broad Lane. A scheme for two-way working has been shown to be technically feasible and has supported in principle by the Mayor. Further work on developing the proposal is being undertaken by TfL.

The masterplan, once adopted as SPG, will be used to guide the development applications for the Tottenham Hale area.

Funding has already been secured through the ODPM Growth Area funds for enhanced pedestrian and cycle access and projects implemented to improve access to the Lee Valley from Northumberland Park.

A comprehensive approach to the road and public transport networks would be required with considerable public sector funding needed to achieve comprehensive regeneration of the area.

## Haringey Heartlands

Haringey Heartlands represents one of the largest development opportunities in North London and is identified in the London Plan as an Area of Intensification. The area is adjacent to Wood Green, one of the main shopping centres in North London and a Metropolitan Centre.

A development framework has been prepared which sets out a vision and long term plans for the area. The next stage is the preparation of a detailed masterplan for the complete site to articulate comprehensive development proposals set out in the framework and in accordance with the policy objectives set out in the London Plan. The Plan proposes at least 1,500 new jobs and 1,000 new homes within the area by 2016.

The Heartlands area offers outstanding opportunities for inward investment, consistent with the site's strategic importance for realising high density mixed use development. The Index of Multiple Deprivation 2000 lists Haringey as the 25<sup>th</sup> most employment deprived district in England, putting it in the top 7%. The Council therefore places the highest priority on area regeneration and the development of Haringey Heartlands provides the opportunity of contributing towards this objective.

The framework includes a number of aims and objectives including:

### Aim

- To improve transport infrastructure and access to, around and through the area.

### Objectives

- To help bring forward and maximise opportunities for improved public transport services
- To contribute to the provision of an improved interchange at Alexandra Palace and Hornsey stations and improve linkages from here to Wood Green town centre and Hornsey
- To provide good bus access and links
- To develop the eastern utilities land around the needs of the pedestrian and not private car owners
- To limit on and off-street parking to levels which do not harm access and amenities in the surrounding area
- To enhance facilities for pedestrian and cyclists
- To create new vehicular and pedestrian routes through the framework area to reduce impacts of intensive developments on existing roads including a spine link access road
- Improve the existing junctions in the framework area, where appropriate

## Public Transport, Access and Parking

The framework notes the high level of public transport services in the areas close to Heartlands including Piccadilly line services to Wood Green and Turnpike Lane and very high bus flows on Wood Green High Road. However, it is recognised that there are currently no public transport services within the site which would need to be addressed for the new development. Complementing better public transport access into and through the site is the need for enhancements to Alexandra Palace and Hornsey rail stations. This may include improved bus interchange, disabled access to platforms, increased cycle parking provision and access to platforms, improved CCTV/security and better pedestrian access.

The Piccadilly line is close to capacity at peak times but there is spare capacity at other times. Improvements to accessibility, interchange and pedestrian access are required to Wood Green and Turnpike Lane stations.

A new access road would be required through the whole site. The aim is to facilitate the development whilst minimising the impact of traffic generated by the development on adjoining roads. The opportunity will be taken to reduce traffic volumes on Hornsey Park Road, a largely residential road carrying high levels of traffic, close to Heartlands site.

A key objective of the development framework is to improve pedestrian and cycle access and linkages to the town centre and transport facilities.

The framework recognises the role of parking provision in promoting sustainable forms of transport. There is considerable scope for car-free housing and minimum parking for housing. Cycle parking would be required at a standard set out in the UDP.

## Progress on the Development Framework

Extensive public consultation was undertaken on the draft Framework as part of consulting on the draft UDP. The Framework has been agreed and will now be developed into a masterplan for the area. A multi-disciplinary approach is being used to develop the masterplan. Key to this is the construction of a spine road through the site. This proposal within the UDP was considered at the UDP Public Inquiry. The Inspector recommended safeguarding of the alignment.

The Council has gained funding of £5m through the Growth Fund for construction of the spine road. The spine road would be constructed

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between 2006 and 2008 and provide the stimulus for the implementation of the masterplan.