Appendix C – Policy Influences

London-wide Influences

Mayor's Transport Strategy

The Mayors Transport Strategy (MTS) sets out the policy context for the planning, management and development of transport in London. The document is primarily intended as a framework for the various authorities responsible for providing and implementing detailed plans relating to transportation within London.

The MTS has been developed in line with The Mayors vision of creating a transport system that opens up opportunities for all of London's people and enterprises, whilst placing great emphasis on environmental standards and quality of life. It is anticipated that this vision will be achieved by focusing on the policies and proposals within his transport strategy and by achieving the following six overarching goals:

• Support economic development and population growth
• Enhance the quality of life for all Londoners
• Improve the safety and security of all Londoners
• Improve transport opportunities for all
• Reduce transport's contribution to climate change and improve its resilience
• Support delivery of the London 2012 Olympic and Paralympic Games and it's legacy

The MTS outlines a number of expected outcomes related to the above goals, which are summarised in Table A.1. The outcomes where borough councils have a key role to play in delivery are shown in bold.

The MTS states that London's 'transport geography' exists on a number of levels, which are international, regional, sub-regional and local. The document further explains that "It is essential that the strategy addresses the nature, location and scale of the transport issues arising at each of these levels, and ensures that those organisations best placed to develop solutions to those challenges are enabled to do so".

When discussing sub-regional travel the MTS makes specific reference to the North London sub-region, with Wood Green as its only metropolitan town centre. The strategy highlights that in this area "ensuring capacity for sustainable population and employment growth remains a challenge", this is despite good links to transport infrastructure throughout this sub-region.

The MTS outlines 129 proposals which are intended to address the Mayors 6 overarching goals, these proposals have been summarised in Table A.2. below. The strategy highlights the need for a balanced and integrated approach to achieving these goals as some of the proposed measures may have some negative aspects, particularly as there is often competition for the limited space on London's transport network. As different areas within London will require different policy interventions the proposals as set out within the MTS will need to be applied according to the nature of each locality.

Table A.1: MTS Goals, Challenges and Outcomes

Thematic Goals	Challenges	Outcomes (those relevant to LIPs are highlighted in bold)
Economic Development and Growth	Supporting population and employment growth	• **Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel**
	Improving transport connectivity	• **Improving employers' access to labour markets** • **Improving access to commercial markets for freight movements and business travel**
	Delivering an efficient and effective transport system for goods and people	• **Smoothing traffic flow (reducing road congestion and traffic journey time variability)** • **Improving public transport reliability** • Reducing operating costs • **Bringing and maintaining all assets to a state of good repair**
Quality of Life	Improving journey experience	• Improving public transport customer satisfaction • **Improving road user satisfaction** • Reducing operating costs • **Bringing and maintaining all assets to a state of good repair**
	Enhancing the built and natural environment	• **Enhancing streetscapes, improving the perception of urban realm and developing shared space initiatives**
	Improving air quality	• **Reducing air pollutant emissions from ground based transport, contributing to EU air quality targets**
	Improving noise impacts	• **Improving perceptions and reducing impacts of noise**
	Improving health impacts	• **Facilitating an increase in active travel**
Safety and Security	Reducing crime, fear of crime and anti-social behaviour	• **Reducing crime rates (and improved perceptions of personal safety and security)**
	Improving road safety	• **Reducing the numbers of road traffic casualties**
	Improving public transport safety	• Reducing casualties on public transport networks
Transport Opportunities	Improving accessibility	• **Improving the physical accessibility of the transport system** • **Improving access to jobs and services** • Ensuring the affordability of public transport fares
	Support regeneration and tackling deprivation	• **Supporting wider regeneration outcomes**
Climate Change	Reducing CO_2 emissions	• **Reducing CO_2 emissions from ground based transport, contributing to a London-wide 60% reduction by 2025**
	Adapting for climate change	• **Maintaining the reliably of transport networks**

It is envisaged that borough councils will contribute significantly towards the delivery of the above proposals. The following four outcomes have been highlighted as areas where boroughs have a vital role:

- Cycle parking and cycle highway schemes (Proposal 53 – The cycling revolution);
- Better streets (Proposal 82 – Better streets);
- Use of cleaner vehicles within local authority fleets and electric charging points (Proposal 104 – Reducing CO_2 emissions);
- 10,000 street trees by 2012 with the ambition of an additional two million trees in London by 2025 (Proposal 112 – Adapting to climate change).

Table A.2: Summary of Mayor's Proposals for Transport

Proposals to manage and enhance the transport system (Proposals 1-49)
National Rail, Crossrail, London Overground, Docklands Light Railway, Tramlink   **London Underground** – Renewal and repair; Station refurbishments and accessibility; Station congestion relief; Cooling the Tube Customer care; Further improvements and extensions.   **London's bus network** – Bus network development; Bus service quality; Bus fleet development.   **Taxis, private hire, coaches, community transport**   **Managing the Road network** – Smoothing traffic flow; Minimising the impact of planned interventions; Minimising disruption from unplanned events; Technology development; Development of the road network; Maintaining road network assets for safety and efficiency.   **The Blue Ribbon Network and River crossings**   **Accessibility of the transport system** – Enhancing the physical accessibility of the transport system; Enhancing information provision; Improving staff services and attitudes of customers; Door-to-door transport.   **Integrating London's transport system and services** – Strategic interchanges.   **London's airports** – Airport capacity; Surface access
Proposals to encourage more walking and cycling (Proposals 50-61)
The cycling revolution – 'Biking Borough' approach; Raising awareness and 'mainstreaming' cycling; Improving cycle infrastructure, cycle training and safety; Integrating cycle provision with development; Cycle parking at stations.   **Making walking count** – Providing a safe, comfortable and attractive street environment; Making it easier to plan journeys on foot; Promoting the health and environmental benefits of walking.
Proposals to improve safety and security (Proposals 62-81)
Improving public transport safety   **Improving road safety** – Educating road users; Cyclist safety; Work-related road safety; Road safety engineering; Speed limits.   **Reduce crime, fear of crime and antisocial behaviour** – Developing successful partnerships to deliver a safer transport system; Engagement and education; Designing out crime; Safer travel at night.
Proposals to improve London's environmental (Proposals 82-94)
Better streets – Application of 'better streets' principles to town centres; Application of principles to create 'better streets'; making the most of infrastructure investment to improve streets and town centres.   **Noise** – Reducing the noise impacts of roads and public transport: Enhancing transport's contribution to the natural environmental.   **Improving air quality** – Behavioural changes; Reducing emissions from private vehicle fleet; Tackling air quality 'hot spots'.
Proposals to tackle climate change (Proposals 95-113)
Reducing carbon dioxide emissions – Carbon efficient travel behaviour; Smoothing traffic flow; Development and use of low carbon vehicles and energy /design principles; Mayoral innovation/leadership.   **Adapting to climate change** – Adapting to climate change (including Adaptation Strategies, Streets).
Proposals to manage the demand for travel (Proposals 114-129)
Better journey planning and smarter travel – Smarter travel initiatives; Smarter transport of freight and services.   **Fares and ticketing** – Fare levels; Concessionary fares; Fares collection.   **Parking and loading** – Parking and loading regulations and enforcement; Parking charges; Commercial vehicle loading and waiting.   **Road user charging for economic and environmental aims**

In order for the Mayor and Transport for London (TfL) to monitor the implementation of the above proposals the borough councils will be required to report on the scale of delivery on an annual basis.

Borough councils are also required to work together with the Mayor, TfL and other partners in order to achieve the following outcomes:

- A 60% reduction in London's CO_2 emissions from ground-based transport by 2025, from a 1990 base;
- Road casualties – target to be confirmed once national target has been set.

Transport for London Business Plan and Investment Programme

The TfL Business Plan outlines how the TfL Core Programmes and Operating Unit will deliver the objectives sets out within the MTS. The current Business Plan covers the period of 2010/11-2018/19 and is reviewed on an annual basis. Table A.3: summarises the committed TfL schemes, programmes and policies that are to be delivered within the borough of Haringey.

Table A.3: Transport for London's Committed Investment in Haringey

Category of Investment	Commitments for Haringey
Underground upgrades	- Piccadilly Line upgrade
Overground network improvements	- West Anglia and Lea Valley lines upgrade
Improvements to the bus network	- Continued implementation of iBus - Continued implementation of bus priority measures - Introduction of environmentally-friendly bus fleet
Major improvements at key transport interchanges	- Transport Policing Teams programme
Investment in smarter measures	- Promotion of Car Clubs, cycling facilities, development of travel plans, provision of good public transport information
Major initiatives to promote walking and cycling, improve the realm and promote shared use of road space	- Cycle Super Highways scheme
Relieving congestion	- A406 North Circular Road upgrade - Tottenham Hale Gyratory improvements

It is anticipated that the initiatives listed in table A.3 will directly improve transport capacity and connectivity as well as have a positive impact on the development of services at a local level. Table A.4 summarises the significant planned work programmes on the Transport for London road network (TLRN) within Haringey. In order to minimise disruption to road users it will be necessary for the council to take these works into account when planning local authority schemes.

Table A.4: Planned work programmes on the TLRN in Haringey

Planned Works	Description
• A10 High Road/Rostrevor Avenue /St Ann's Road (LCN + Link 84)	• Junction redesign including closing Rostrevor Road and introducing staggered toucan crossing. Widen the southbound carriageway into the footway south of the junction to provide an up hill cycle lane. Provide northbound ASL
• St Loys Road cycle crossing	• Cycle refuge islands at the junction of Tottenham High Road and St Loys Road
• A10 The Roundway – Cycle track (LCN + Link 84)	• Extend off road cycle track around the Roundway and up to Fryatt Road
• A10 Great Cambridge Rd / White hart Lane	• Recommendation to change signal timings to be investigated

Sub-regional Influences

North London Strategic Alliance.

The North London Transport Forum (NLTF) is the sub-regional partnership for North London and forms part of the North London Strategic Alliance (NLSA). The Transport Forum identifies North London's key challenge as the need to address the current problems and additional demand placed on the existing transport network in light of forecast growth. In order to meet this challenge the NLTF have identified the following outcomes as top priorities:

- Rail capacity increases and service improvements to meet growing demand.
- Bus network improved to encourage greater usage.
- Key interchanges upgraded to reduce congestion and accessibility to town centres improved to help them thrive.
- Road traffic delays reduced and cleaner vehicle and fuel technologies promoted.
- Improved safety and security on and around public transport.
- Sustainable transport promoted and modal shift encouraged.

Focussing on the above priorities will assist the borough councils in this sub-region to produce a LIP that not only accords with the MTS, but also concentrates on issues and challenges that reflect the characteristics of the region. The NLSA have produced a North London Transport Priorities Paper titled *" Delivering Transport for the Sustainable Growth of North London – An Outline Agenda"*. This paper sets out the local context and challenges for a growing sub-region and states NLSA's vision for North London as:

"By 2026, North London will have an excellent transport network which provides seamless, efficient, reliable and safe journeys for all its residents, workers and visitors. It will be a network which facilitates the sustainable growth of the sub-region and one which ensures that everyone has access to all opportunities. The goals will also help to mitigate the wider environmental impact of climate change."

The paper continues by outlining transport improvements that have committed investment in place (please refer to Table A.3 for a summary of relevant improvement schemes). However, the NLSA does not believe that the proposed improvements are sufficient to address the current and forecast growth. The document then goes on to identify additional improvements for this sub-region. Table A.5: provides a summary of these potential measures.

Table A.5: Potential schemes that require additional investment

Category of Investment	Description
Rail	• Thameslink upgrade for North London • Increased capacity on West Anglia routes • Longer Trains and full electrification of North London and Gospel Oak to Barking lines • Strategic crossrail link between South-West and London • Relieve overcrowding on Northern and Piccadilly Lines • Encourage sustainable distribution of freight via upgrade of Gospel Oak to Barking and Felixstowe to Nuneaton rail lines
Bus and transit	• Root and branch review of bus network • Bus-based transit schemes • Express bus networks • Cross-River Tram scheme • Tackle bus-on-bus congestion at major interchanges
Integration	• Improvements at key interchanges (particularly Tottenham Hale, Finsbury Park, West Hampstead and Highbury and Islington • Town Centre enhancements • Increased funding for smaller schemes that complement major projects and support local place shaping
Highways	• Tackle traffic congestion particularly Tottenham Gyratory • A406 North Circular Road address ongoing issues • Promotion of cleaner vehicle and fuel technology
Managing demand	• Smarter measures • Integration of transport and land-use planning • Use of intelligent transport systems • Implement other engineering-based initiatives • Ensuring accessibility for all, safety and security, better public realm and positive marketing
Sustainable transport	• Develop a comprehensive walking and cycling programme for North London • Investigate Freight Quality partnerships to support key retail, distribution and industrial sites

Haringey Council have taken into account the Sub-Regional Transport Plan (SRTP) in the preparation of the LIP delivery plan (please refer to Table 2.2 and Table 2.3 in Chapter 2.

Local Influences

A sustainable way forward – Haringey's Community Strategy

The sustainable community strategy aims to address key challenges and opportunities for the borough as well as setting out how the council intends to achieve its long-term vision to be "a place for diverse communities that people are proud to belong to". Haringey Council's sustainable community strategy has been developed by the Haringey Strategic Partnership (HSP) and is intended to ensure a integrated approach to issues within the borough that require input from a number of different agencies. The strategy was launched in June 2007 and covers the ten year period until 2016. Haringey Council have devised a range of targets and milestones in order to monitor the strategy.

The strategy aims to achieve the following six key outcomes:

- People at the heart of change
- Have an environmentally sustainable future
- Have economic vitality and prosperity shared by all
- Be safer for all
- Have healthier people with a better quality of life
- Be people and customer focused

The community strategy gives details on specific measures that the HSP envisage will lead to the achievement of the above outcomes. Table A.6 provides a summary of transport related commitments.

Table A.6: Summary of the HSP transport related commitments

People at the heart of change
• improve supporting facilities, services & infrastructure
• improve transport
• Provide a better, cleaner public realm and built environment
An environmentally sustainable future
• Tackle climate change
• Promote sustainable transport
• Encourage our future citizens to be our first 'green generation'
Economic vitality and prosperity shared by all
• Increase sustainable economic activity
Safer for all
• Reducing the incidence and fear of crime
• Address anti-social behaviour
Healthier people with a better quality of life
• Tackle health inequalities
• Improve life expectancy
• Give greater opportunities to live a healthier lifestyle
People and customer focused
• Deliver high quality, needs based and customer focussed services

The strategy was developed following an extensive consultation process and puts forward measures that are strongly focused on feedback from Haringey residents. The community strategy can be viewed at the flowing website:

 http://harinet.haringey.gov.uk/index/council/hsp/partnership_strategies_and_plans/sustainable-community-strategy.htm

Local Area Agreement

The current Haringey Local Area Agreement (LAA) details how the HSP will address the challenges set out within the Sustainable Community Strategy, setting out the priority improvements areas that the HSP are planning to focus on for the 2008-2011 period.

Haringey's vision and ambitions are supported by a thorough assessment of the borough's needs and a clear understanding of resident's perceptions. Progress in achieving these ambitions will be

monitored through an effective performance management system that prioritises outcomes that address residents concerns.

Comprehensive Area Assessment of Haringey

The comprehensive Area Assessment (CAA) is the audit Commission's framework for measuring Haringey Council's progress. The CAA is formed of two parts (a) the Area Assessment, which looks at how well the council and its partners in the HSP are working to provide services for local people and (b), which focuses on the councils use of resources and managing performance.

Local Development Framework

The Haringey Local Development Framework (LDF) is made up of a number of documents that provide guidance on planning and development in the borough for 2011-2026. The documents within the LDF are divided into three separate types: Development Plan Documents, Supplementary Planning Documents and others such as Statement of Community Involvement and the Annual Monitoring Report. Further information on the LDF can be viewed at the following website:

http://harinet.haringey.gov.uk/index/housing_and_planning/planning-mainpage/policy_and_projects/local_development_framework.htm

The Core Strategy (CS) is the key development plan document. The strategic policies (SP) that form the main part of the CS are grouped into six sections to reflect the priorities within the Sustainable community Strategy. The most relevant SP's are listed below:

- **People at the heart of change in Haringey**

  SP1 Managing growth – The Council will focus Haringey's growth in the most suitable locations and manage it to make sure that the Council delivers the opportunities and benefits and achieve strong, healthy and sustainable communities for the whole of the borough. The Council will promote development in the identified growth areas of Haringey Heartlands and Tottenham Hale. Development within these growth areas are expected to maximise site opportunities provide appropriate links to, and benefits for, surrounding area and communities and provide necessary infrastructure.

- **An environmentally sustainable future**

  SP4 Working towards a Low Carbon Haringey

  SP7 Transport – The Council will promote the following travel demand management schemes to tackle climate change, improve local place shaping, and environmental and transport quality and safety by:

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

     o   Requiring the submission of the transport assessments and travel plans for large scale proposals in line with TfL guidance.

In addition to the above schemes the Council will promote a number of key infrastructure proposals listed in Table A5.

- **Economic vitality and prosperity shared by all**

  SP10 Town Centre – The Council will promote and encourage development of retail, office, community, leisure, entertainment facilities, recreation uses, arts and culture activities within its town centres according to the boroughs town centre hierarchy. The Council will also ensure that local shopping centres provide core local shopping facilities and services for local communities, largely catering far a catchment area within walking distance.

- **Safer for all**

  SP11 Design – All new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable safe and easy to use.

- **Healthier people with a better quality of life**

  SP14 Health and Well-Being

- **Delivering and monitoring the Core Strategy**

  SP16 Community Infrastructure – the Council will work with its partners to ensure that appropriate improvement and enhancements of community facilities and services are provided for Haringey's communities. This will be based on the programming, delivery, monitoring and updating of the Community Infrastructure Plan and Schedule, which cover a number of projects including transport.

The Core Strategy is accompanied by the Community Infrastructure Plan (CIP), which identifies service areas where investment will need to meet the additional demand from population and housing growth up until 2026. The document also sets the basis for policies for developers' contributions to meet future need. Furthermore, it will also highlight existing gaps in provision and form a platform for funding bids to relevant agencies.

Haringey Safer For All Strategy

The Safer for All Strategy outlines the most important community safety priorities for Haringey as agreed by the Safer Communities Partnership (SCP). The partnership is made up of representatives from the Council, Police, health authorities, fire service and a number of voluntary and community groups.

The document takes into account the fact that some of the priorities identified by the SCP overlap to a significant and increasing degree with the priorities identified by the HSP. The document acknowledges that the strategy will have to be achieved whilst ensuring the best use of resources and therefore will need to improve partnership collaboration in order to minimise duplication and maximise success in areas of common concern.

Haringey Council Air Quality Action Plan

The Haringey Council Air Quality Action Plan (AQAP) was originally published in 2003 and has since been reviewed in 2009. It is expected that that the actions within the AQAP will result in reductions in the level of NOx and PM10 emissions, primarily through measures that result in the reduction of traffic flow and vehicle emissions and also promote, improve and encourage the use of more sustainable forms of transport. Other actions focus on measures to raise public awareness of air pollution, greener travel and local policy measures. Table A7 provides a summary of the Actions Plans progress.

Table A7: Summary of Air Quality Action Plan progress

Activities	Completion date	Implementation	Progress	Comments
Promote the use of cleaner vehicles through the Mayor's strategies	Ongoing	Through the MTS	Council fleet 100% compliant	Council fleet are LEZ compliant
Seek to reserve land for alternative refuelling infrastructure purposes	Ongoing	As part of considering proposals for new/updated patrol stations	Pinkham Way SS selling LPG	
Seek the provision of alternative refuelling facilities in all new developments where possible, for example providing electric vehicle recharging points	Ongoing	As part of planning proposals for all new major developments	There are currently 13 electric charging points/bays at 6 car parks across the borough	8 further installations are planned for 2010/11. By the end of 2013, the intention is for a total of 45
Continue to ensure that its own vehicle fleet is properly maintained	Ongoing	Fuel management system by TRISCAN system	All older vehicles now retro. Fitted to Euro III standard so LEZ compliant	
Support the development of car-free housing schemes in appropriate locations	Ongoing	The Council will consider car-free housing in its decisions on residential developments	Haringey has 75 car-clubs at 55 on-street locations	A further 60 bays are planned by 2012 bring the total number of car club vehicles to 135.
Development of Transport assessments for major developments	Ongoing	Transport Assessments are required as part of the planning application for major developments	Tranport Assessments are required for all major developments	