Haringey's Borough Profile
An Environmentally Sustainable Future

Introduction 2

Key Statistics 3

Priority 1: Tackling climate change 4
1.1 CO_2 Emissions 4
1.2 Air Quality 5
1.3 Flooding 8
1.4 Residents' concerns 11

Priority 2: Protecting the natural environment 14
2.1 Green and open spaces 14
2.2 Biodiversity 15

Priority 3: Managing our environmental resources more effectively ... 17
3.1 Reduce Energy and Water use 17
3.2 Housing energy efficiency 18
3.3 Fuel Poverty 20
3.4 Sustainable Food 25

Priority 4: Increasing recycling and reducing waste 26
4.1 Recycling 26
4.2 Waste management and Street cleansing 27

Priority 5: Encouraging our future citizens to be our first green generation 29
5.1 School travel 29

Priority 6: Promote Sustainable Transport 30
6.1 Modes of travel 30
a. Walking 32
b. Cycling in Haringey 33
c. Car Use 36
d. Underground 38
e. Bus services 39
f. Car Club 39
g. Electric Vehicles 40
h. Travel Plans 41
6.2 Satisfaction with public transport 42

Introduction

Climate change is a serious threat to our way of life and could have disastrous consequences for our children and our children's children. Poor air quality, road congestion and homes and buildings that are poorly built and costly to heat diminish both our quality of life and our well-being. Against this background, Haringey Council and its partners are committed to reducing carbon emissions, promoting sustainability and increasing energy efficiency.

Haringey signed the Nottingham Declaration in December 2006, committing itself to reduce significantly greenhouse gas emissions and to work towards the government target of a 60% reduction in carbon dioxide (CO_2) levels by 2050. On top of that, in October 2009 Haringey Council became the first major local authority to sign a pledge to cut carbon emissions by 40 per cent by 2020.

Climate change may have a significant impact on our infrastructure, for example water will become increasingly scarce, and roads and buildings may have to withstand changes in weather patterns. These must be planned for.

We will aim to achieve level 1 for National Indicator 188 (planning to adapt to climate change) by 2010 and will evaluate progress and future target setting at that time.

We have already made a public commitment to identify and manage climate related risk and will soon be completing a local risk-based assessment of significant vulnerabilities and opportunities to weather and climate, both now and in the future. Once we have done this, Haringey will communicate potential vulnerabilities and opportunities to department/service heads and other local partners and will set out the next steps in addressing them.

This chapter provides data and analysis against the Haringey Strategic Partnership's (HSP) priorities which contribute to securing an environmentally sustainable future for the borough.

Our basic approach and over-arching objectives are laid out in our Greenest Borough Strategy.

Key Statistics

- Haringey has reduced its CO_2 emissions to 4.3 tonnes per capita (2007), this represents a 4% reduction on our 2005 levels
- 52% of CO_2 emission in the borough come from domestic settings
- In 2007, 7% of households in Haringey were in fuel poverty
- 13.5% of people in the borough are living in homes with low energy efficiency (SAP rating)
- 13% of people in the borough are living in homes with high energy efficiency (SAP rating)
- In 2008/09, 512 households in Haringey received a Warm Front grant
- Around 85,000 tonnes of household waste is produced in the borough every year; around a quarter of this is reused, recycled or composted
- Over 70,000 homes in Haringey currently receive a green box recycling service
- Journeys originating in Haringey account for 31% of trips which is significantly lower that the outer London average (51%) but higher than the inner London average (27%)
- Both bus (20%) and underground (12%) usage is higher for journeys originating in Haringey than either the inner or outer London average for these modes of transport
- The total number of cycle trips in the borough rose from 2.7million in 2008 to 3.8million in 2009
- 100% of schools in Haringey have an approved School Travel Plan
- There are 59 sites of importance for nature conservation (SINC) in the borough

Priority 1: Tackling climate change

1.1 CO_2 Emissions

Per capita reduction in CO_2 emissions in the Local Authority (LA) area covers the business and public sector, domestic housing, and road transport. Table 1 shows that in 2007 Haringey reduced its CO_2 emissions to 4.3 tonnes per capita, this represents a 4% reduction on the 2005 baseline. The table also shows that the majority of CO_2 emissions are from the domestic setting: 52% in 2007 compared to 28% for Industry and Commercial and 20% for road transport.

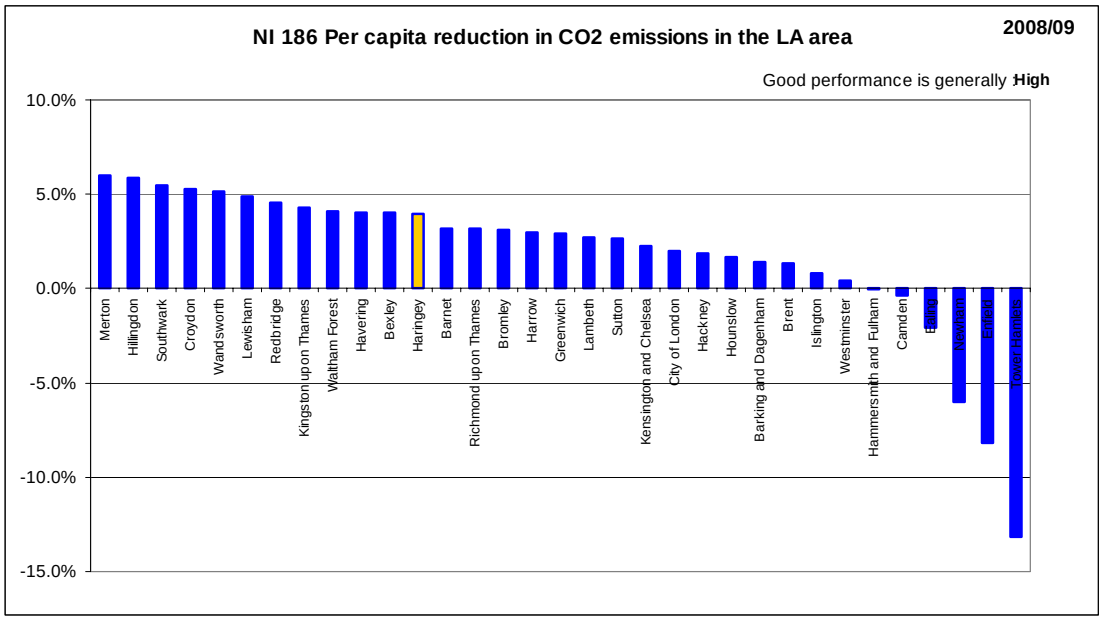
Table 1: CO_2 emissions, Haringey, 2005-2007

Year	Industry and Commercial (kt)	Domestic (kt)	Road Transport (kt)	Total (kt)	Total emissions (tonnes) per capita
2005	287	524	197	1,008	4.5
2006	303	524	194	1,020	4.5
2007	268	507	195	970	4.3

Source: Department for Energy and Climate Change (DECC)

Chart 1 shows that Haringey is equal tenth across London boroughs for per capita reductions against the 2005 baseline, similar to Bexley, Havering and Waltham Forest.

Chart 1: Per capita reduction in CO_2 emissions: London Boroughs, 2007



Source: Department for Energy and Climate Change (DECC)

Demonstrating the Council's commitment to using innovative methods to raise awareness of domestic heat loss, an aerial thermal survey was conducted in 2007 (the first of its kind by an English Local Authority). This innovative approach was praised in the national and local press and has generated a huge amount of interest throughout the borough. The complete interactive map is on the Council's website. It can be found at www.haringey.gov.uk/homeheatloss. The map will continue to be a useful tool to target those properties where heat-loss is identified as an issue.

1.2 Air Quality

Under the Environment Act 1995, Part IV Local Authorities have a statutory duty to periodically review and assess air quality in their area and determine whether they are likely to meet the air quality objectives set down by Government for a number of pollutants; known as Local Air Quality Management (LAQM). These pollutants are Nitrogen dioxide (NO_2), Respirable Particles <10microns diameter (PM10), Sulphur dioxide (SO_2), Benzene, 1,2 Butadiene, Lead (Pb) and Carbon Monoxide (CO)

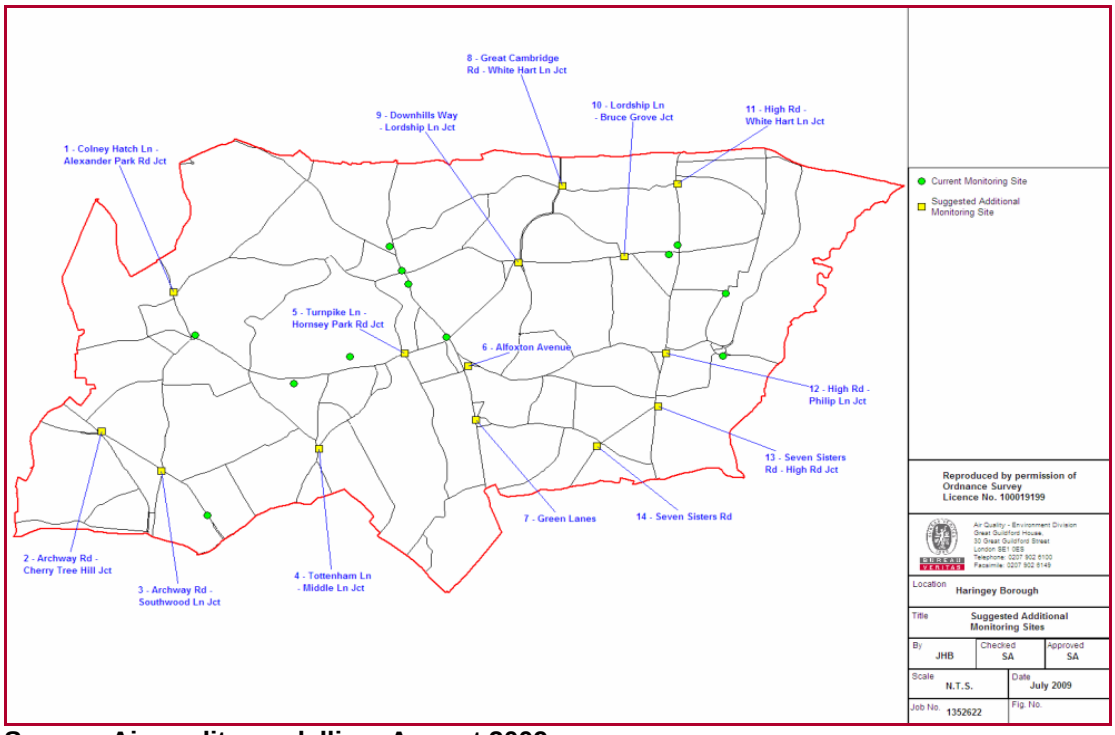
Since 1998 Haringey Council, as part of this statutory duty, has been undertaking reviews of air quality in its area. The Stage 3 air quality review and assessment found that the objectives for NO_2, SO_2 and PM10 would not be achieved in the council's area. This was further confirmed by the Stage IV report, which found that NO2 and PM10 objectives would not be met, but that the SO_2 objective will be achieved. As a further requirement, the whole borough was declared an Air Quality Management Area (AQMA) for the pollutants of NO_2 and PM10, from traffic emissions. As part of this duty, the council was required to produce an Air Quality Action Plan (AQAP). This details actions undertaken by the council which will work towards achievement of the air quality objectives.

Haringey has been continuously monitoring some of these pollutants since 1996, in Priory Park, N8 and 1994 at 693 High Road, Tottenham. The continuous monitoring station in Priory Park is classified as an Urban Background being away from major sources and broadly representative of town/city-wide background concentrations. The station at 693 High Road, N17 is classified as a Roadside site. Whilst the annual average PM10 objective is achieved at both the background and roadside locations, levels of PM10 have not declined as predicted, but remain steady at around 25µg/m^3. The annual NO_2 objective has been exceeded each year at the roadside location. The NO_2 objective at the background location is achieved. The 1-hour mean objective NO_2 was achieved at both monitoring locations, except in 2007 when 21 exceedences were recorded at the roadside station. This increase in roadside / kerbside NO_2 is analogous with monitoring at other locations across London and is predominantly attributed to diesel vehicles. Passive monitoring is also carried out at 10 locations across the borough.

More recently, as part of the LAQM process, Haringey, together with other boroughs in the North London Air Quality Cluster Group, commissioned air quality modelling in relation to road traffic emissions.

This borough-wide modelling report identified a total of 14 'hotspot' areas which are predicted to exceed the hourly NO_2 air quality objective with suggestions of locations for further monitoring. The 'hotspot' areas are identified in the following map 1.

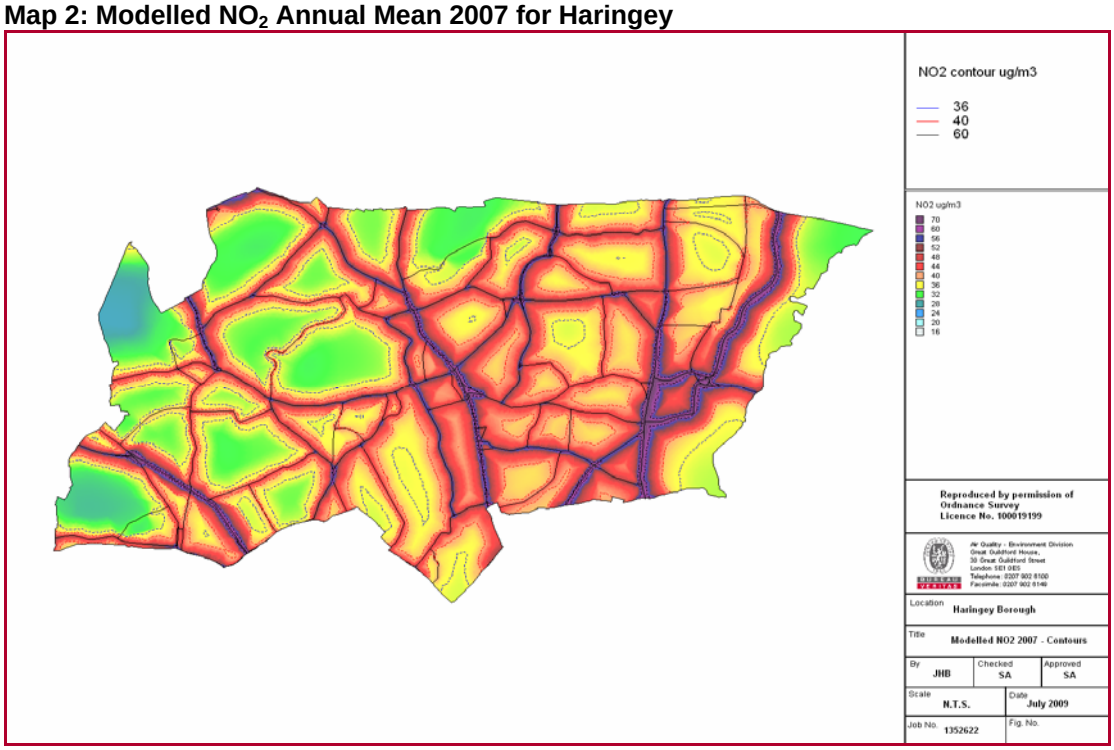
Map 1: Identified 'Hotspots' Where Additional Monitoring Recommendations Have Been Made



Source: Air quality modelling, August 2009

Map 2 shows annual average NO_2 for Haringey. As can be clearly seen, NO_2 exceedences of the objective are adjacent main roads. Again, this is consistent London wide.

Map 2: Modelled NO_2 Annual Mean 2007 for Haringey



Source: Source: Air quality modelling, August 2009

1.3 Flooding

Like many areas of the UK, Haringey faces greater risk of flooding, due to climate change.

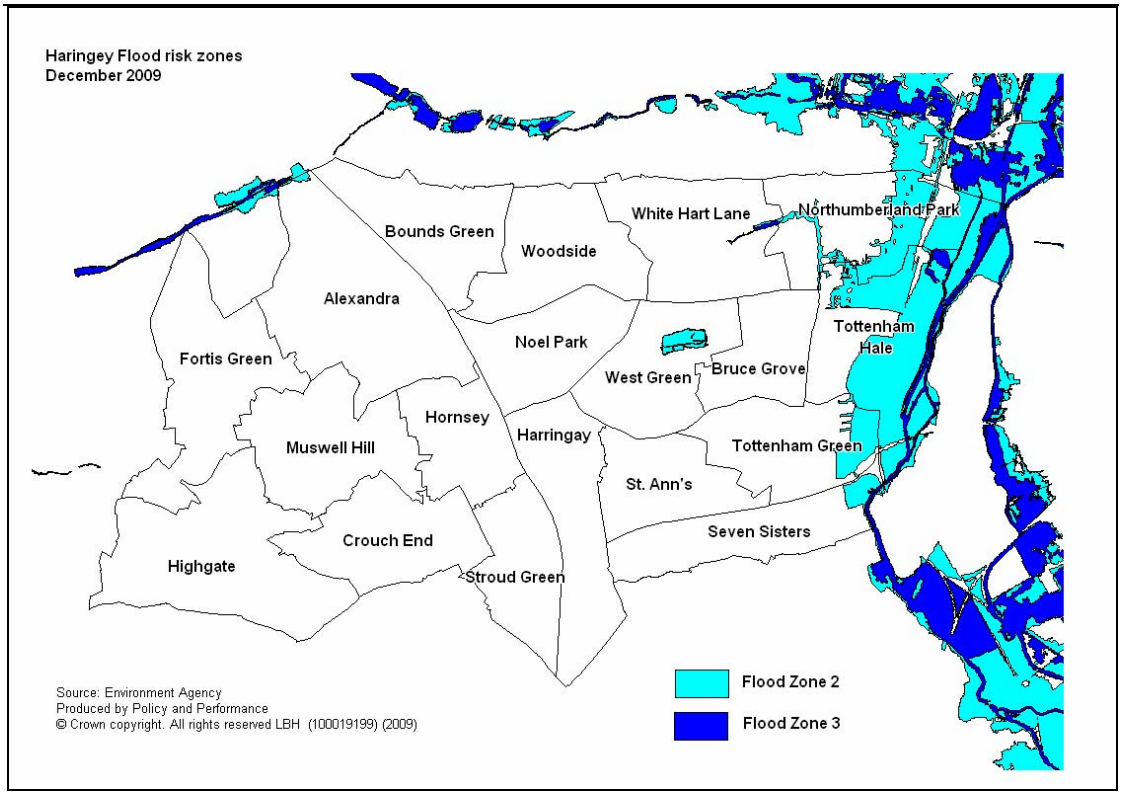
a. Fluvial flooding

Haringey is at risk from fluvial flooding from the River Lee and its tributaries (the Moselle Brook and Pymmes Brook). See Map 3. The danger of fluvial flooding is as a result of an excess of freshwater flows in the River Lee and its tributaries causing the capacity to be exceeded usually caused by prolonged or intense rainfall. The potentially affected flood risk area has 5,000 properties.

Flooding from this source could potentially affect a large area of the borough:

Tottenham Hale	
▪ North of Ferry Lane and east of Watermead Way (Lockwood Industrial Park and Millmead Industrial Park). ▪ South of Ferry Lane and east of the railway (the Ferry Lane estate, including Ferry Lane school and adjacent streets including Bream Close). ▪ Ashley Road and Parkview Road (including the Ashley Road depot, Technopark and Hale Road)	▪ Highcross Centre, nearby retail premises and businesses on The Hale ▪ Markfield Road and adjoining streets and Markfield Recreation Ground (including nearby Crowlands School and Gladesmore School).
Lordship Lane recreation ground vicinity	
▪ Downhills Way ▪ Walpole Road ▪ Freedom Road ▪ William Road	▪ Adams Road ▪ Griffin Road ▪ Moira Close
Northumberland Park (east of Standsted line)	
▪ Watermead Way ▪ Marsh Lane ▪ Marigold Road	▪ Sedge Road ▪ Graham Road

Map 3: Flood Risk Areas in Haringey

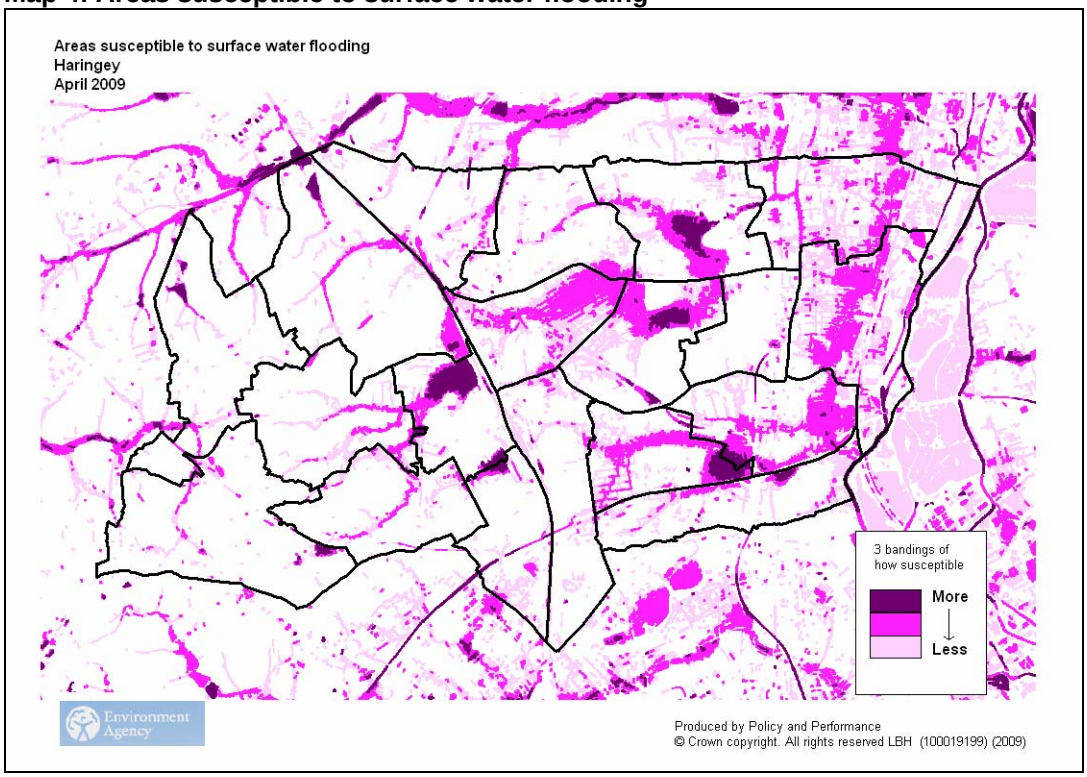


Source: Haringey Council

b. Surface water flooding

Surface water flooding as a result of rainwater not being able to be drain away at the rate at which it is accumulating can occur anywhere within the London Borough of Haringey. Clearly flatter and low lying places are vulnerable but these areas are not the exception; surface water flooding can also be caused by either a blocked drain or very high intensity rainfall of the type most associated with thunderstorms. Both causes are relatively unpredictable and so may result in flooding anywhere in the borough with very little warning. See Map 4.

Map 4: Areas susceptible to surface water flooding

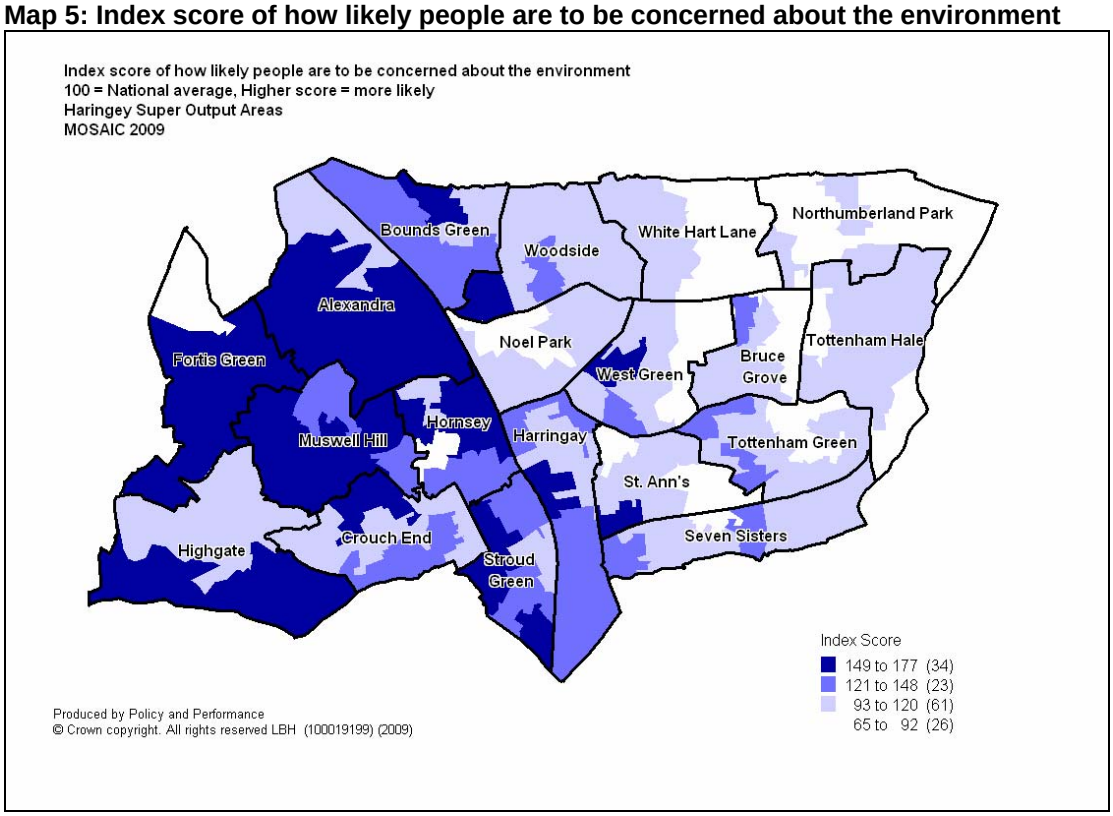


Source: Environment Agency

1.4 Residents' concerns

Mosaic data[1] can also help us to understand our residents' concerns. Map 5 shows that people in the west of the borough are more likely to be concerned about the environment, the likelihood is higher than the national average. This is in contrast to the pockets of low likelihood in the west of the borough - Fortis Green and Hornsey. There are pockets of high likelihood in the east of the borough including Bounds Green, Woodside and Harringay. A similar picture can be seen in Map 6 which shows the likelihood of people being concerned about car pollution. Again the west is more likely to be concerned, more so than the national average. The wards with the lowest scores are White Hart Lane and Northumberland Park.

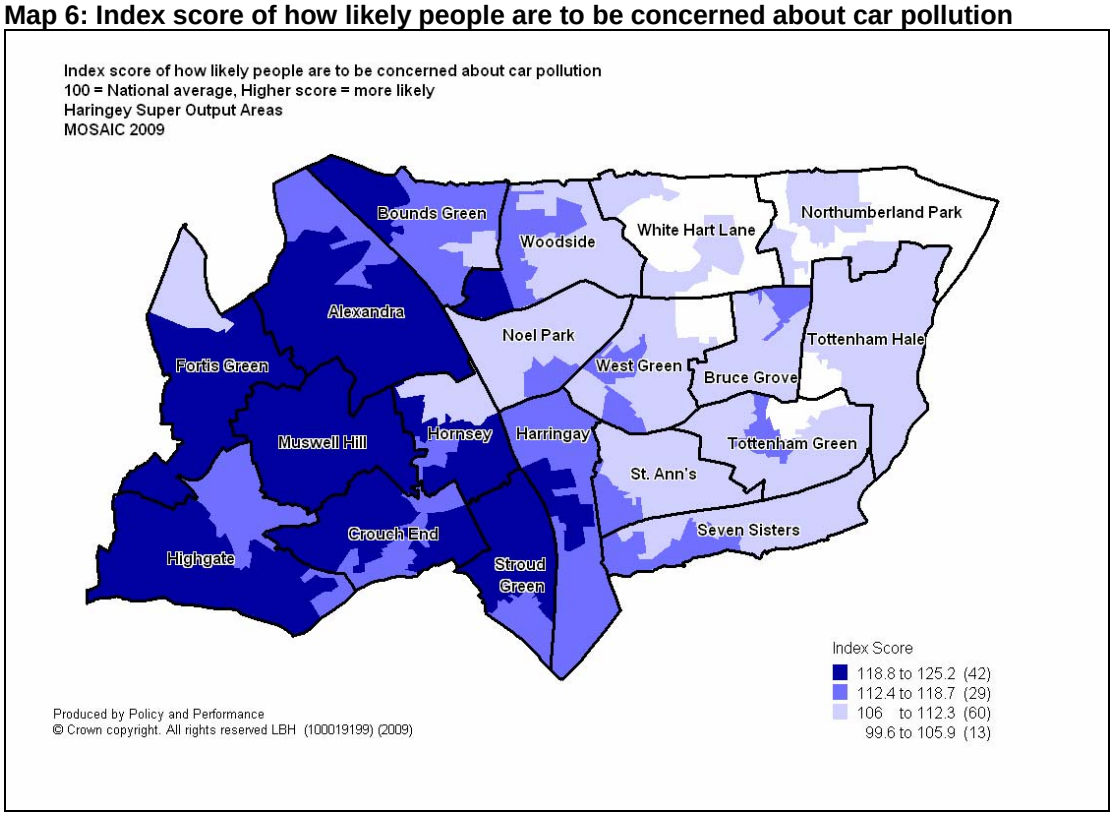
Map 5: Index score of how likely people are to be concerned about the environment



Source: Mosaic 2009

[1] Mosaic UK is a household-based consumer classification system which is widely used by organisations in the commercial and public sector to analyse the socio-economic composition of UK consumers at household address or postcode.

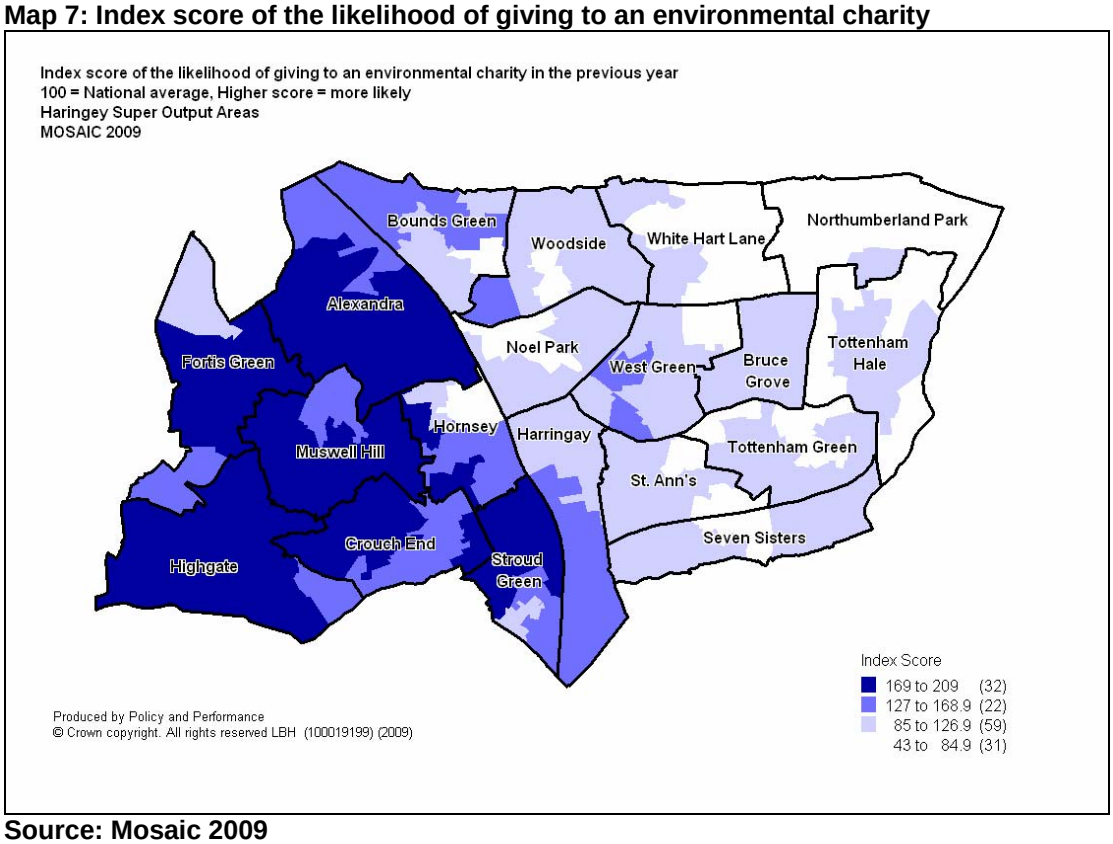
Map 6: Index score of how likely people are to be concerned about car pollution



Source: Mosaic 2009

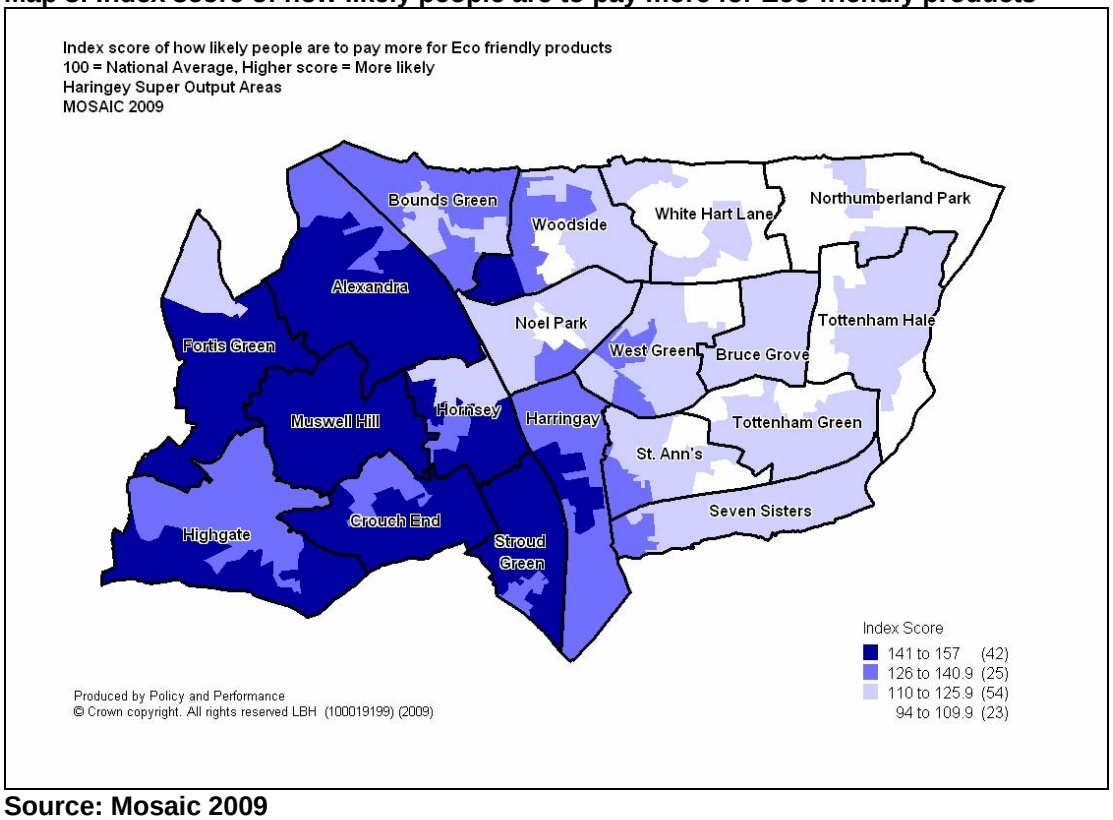
A similar pattern continues to be seen in Maps 7 and 8. People in the west of the borough are more likely to give to an environmental charity, albeit there is a pocket of low likelihood in Hornsey. People in Northumberland Park and White Hart Lane are least likely to give to an environmental charity. Similarly, people in the west of the borough are more likely to buy eco-friendly products, however, across the borough the majority of areas score above the national average.

Map 7: Index score of the likelihood of giving to an environmental charity



Source: Mosaic 2009

Map 8: Index score of how likely people are to pay more for Eco-friendly products



Source: Mosaic 2009

Priority 2: Protecting the natural environment

2.1 Green and open spaces

Haringey has 459(ha) of urban managed greenspace of which 209(ha) is amenity grassland for example sports pitches and parks. The large number of private gardens and housing estate land also play a significant part in habitat provision throughout the borough - Haringey has 27.7 ha of gardens and allotments. (Source: GLA habitat survey, 2002.)

Finsbury Park and Alexandra Park are identified by English Heritage in their *Register of Parks and Gardens of Special Historic Interest in England*. A further 34 of Haringey's public parks, gardens, squares, cemeteries and churchyards are of local historic interest and are registered in *The London Parks and Garden Trust Inventory*.

Haringey has 382.9 hectares of open land (see table 2), the largest areas being:

- Fortis Green reservoir and playing field,
- St Alloysius/Channing playing fields,
- Chestnuts recreation ground,
- Down Lane recreation ground, and
- Priory Park.

Table 2: Type and quantity of open space in Haringey

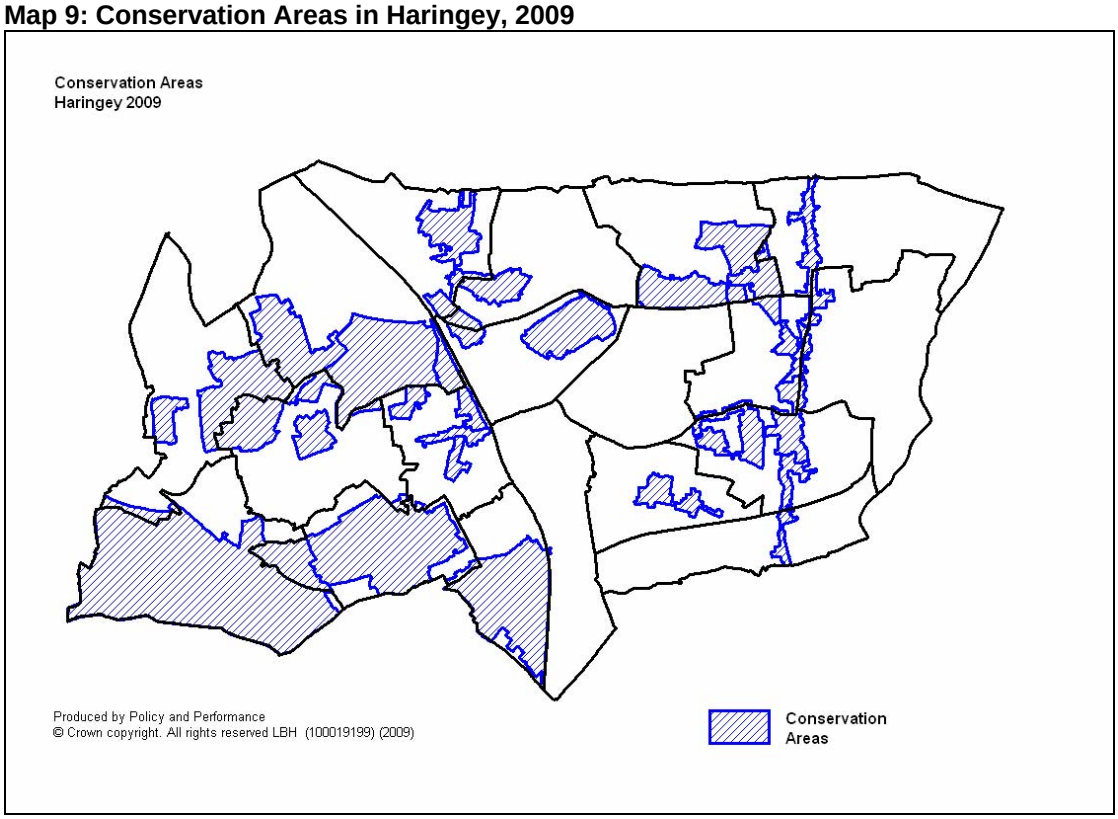
Type	No. of open spaces	Total hectares
Regional Park	1	12.29
Metropolitan Park	3	141.83
District Park	3	68.92
Linear Open Space	2	15.72
Local Park	20	113.48
Small Local Park and Open Space	32	30.63
Total	**61**	**382.87**

Source: Haringey Council

2.2 Biodiversity

Despite its urban environment Haringey is blessed with a variety of valuable habitats for wildlife such as the ancient woodlands of Bluebell, Coldfall, Highgate and Queen's Woods in the west of the borough and Tottenham Marshes in the east, as well as large and historic public parks including Finsbury and Alexandra Palace.

Map 9: Conservation Areas in Haringey, 2009



Source: Haringey Council

There are 60 sites of importance for nature conservation in Haringey. The figure (baseline) for the number of these sites where active conservation management has taken place in the last five years is 17 percent. Haringey is seeking to improve on this baseline figure by 5 percent points per year from 2010 to 2015.

Of these 60 sites, 59 are currently 'Sites of Importance for Nature Conservation' (SINC's). These areas are protected through the planning process having been designated for their high biodiversity value. Of these there are 5 of Metropolitan importance, 9 of borough Grade I importance, 13 borough Grade II and 32 of local importance.

Despite a large network of SINC's there are some areas of the borough where access to natural green space is limited. These areas are predominantly but not exclusively in the east of the borough.

There are currently 3 Local Nature Reserves (LNR) in Haringey;

- The Parkland Walk

- Railway Fields
- Queen's Wood

Natural England suggests a ratio of 1 hectare of LNR for every 1000 population. Haringey currently has 0.16 hectares per 1000 residents and it is predicted that this will fall to 0.14 hectares by 2016 due to population growth.

Priority 3: Managing our environmental resources more effectively

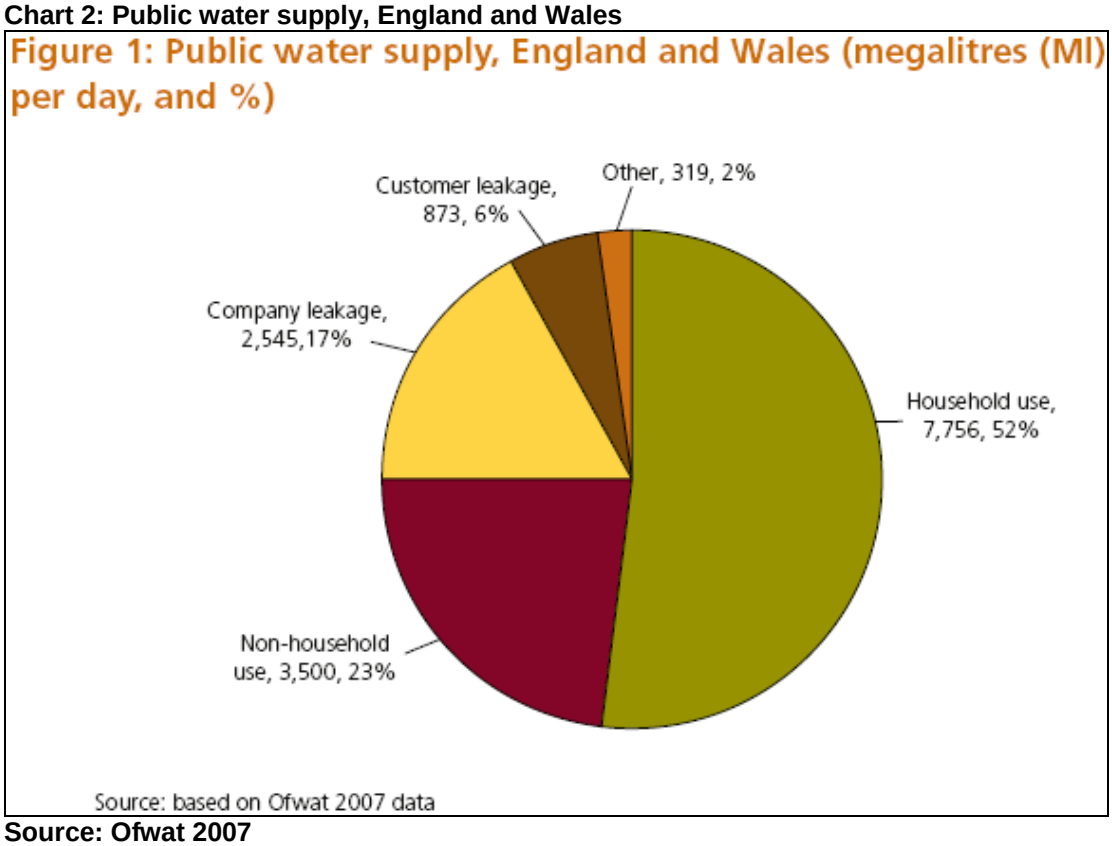
3.1 Reduce Energy and Water use

Section 1.1 provides data and information on carbon emissions by sector across Haringey.

Haringey-specific data is unavailable for water use. However, national and regional information and data can help us to build of picture of what is taking place locally. From 1961 to 1999, water use increased dramatically from 87 litres per person per day to 146 litres. Today water use per capita in the UK is around 150 litres per day. This is equal to around 1 tonne of water per week, 52 tonnes per year. Chart 2 shows the distribution of water usage in England and Wales; household usage accounts for 52% of total usage.

At present, only 24.9% of Thames Water customers have meters installed (compared to the national average of 33%).

Chart 2: Public water supply, England and Wales



Source: Ofwat 2007

3.2 Housing energy efficiency

There are large numbers of older properties in the borough which can be particularly difficult to heat because of a lack of suitable insulation. Much of the older housing stock has solid walls which are more difficult to insulate than buildings which can have cavity wall insulation.

Table 3 gives an indicative picture of homes in the borough with less than 100mm of loft insulation. It shows that homes in the east of the borough are more likely to have more than 100mm of loft insulation (the level considered to be sufficient). Large parts of the east of the borough have been targeted under fuel poverty initiatives. It may be that insulation in the west was installed a longer time ago when recommended depths for insulation were not more than 100mm.

Table 3: Number of homes with less than 100mm of Loft Insulation

Location		No. of homes in location	No. of homes with data	No. of homes matching criteria	%
1	Muswell Hill	3,714	329	242	73.6%
2	Woodside	4,704	422	286	67.8%
3	Fortis Green	4,357	230	155	67.4%
4	Northumberland Park	5,314	352	236	67.0%
5	Hornsey	4,680	241	155	64.3%
6	Highgate	4,369	187	120	64.2%
7	Tottenham Hale	5,518	453	287	63.4%
8	Alexandra	3,703	310	195	62.9%
9	Crouch End	4,560	235	141	60.0%
10	Seven Sisters	5,045	542	318	58.7%
11	Tottenham Green	5,359	444	255	57.4%
12	Noel Park	4,738	413	236	57.1%
13	White Hart Lane	4,873	520	294	56.5%
14	Stroud Green	3,758	250	138	55.2%
15	St Ann's	4,680	468	257	54.9%
16	Bounds Green	4,741	249	126	50.6%
17	Bruce Grove	4,741	369	168	45.5%
18	Harringay	3,777	366	166	45.4%
19	West Green	4,589	306	134	43.8%
Haringey		**87,220**	**6,686**	**3,909**	**58.5%**

Source: Energy Saving Trust

The 2002 private sector stock condition survey identified 17.5% of the stock was unfit, compared against a national figure of 7.5%. This is commonly due to disrepair. In the council owned stock managed by Homes for Haringey it was estimated in 2003 that 42% of the homes were 'non-decent'.

Decent Homes
There has been much work carried out across the borough by Homes for Haringey and Housing Associations to improve homes to ensure they meet the standards of the Decent Homes Programme.

These standards are:

- That the home is in a reasonable state of repair
- That it has modern facilities and services
- That it is reasonably warm

These in turn will improve energy use, the wellbeing of residents, and reduce CO_2 emissions and the money people have to spend on heating.

In 2008-2009 1,555 rented and 367 leaseholder homes were improved.
The Standard Assessment Procedure (SAP) rating on these homes is now 65, which is a considerable improvement.[2] Homes for Haringey run an annual programme for replacing ageing boilers with high efficiency condensing boilers and upgrading the central heating system through the provision of programmable temperature and timing controls. Over the last 5 years they have replaced 4,000 boilers.

[2] The Standard Assessment Procedure (SAP) is adopted by Government as the UK methodology for calculating the energy performance of dwellings. The SAP scale is measured from 1 to 100, where 100 represents zero energy cost.

3.3 Fuel Poverty

The simple definition of fuel poverty is of someone who spends more than 10% of their income on keeping themselves warm. The consequences of fuel poverty can be severe; fuel poor householders are more susceptible in particular to respiratory illness such as bronchitis and asthma, and are at increased risk of strokes and heart attacks. The associated stress and anxiety that often goes hand in hand with fuel poverty can also lead to feelings of helplessness and depression.

Table 4 shows that 7% of households in Haringey are in fuel poverty, which is equal fourth highest across London. This has been calculated by looking at full income (equalised) which includes Housing Benefit, Income Support for Mortgage Interest, and Council Tax Benefit, and does not include very low incomes.

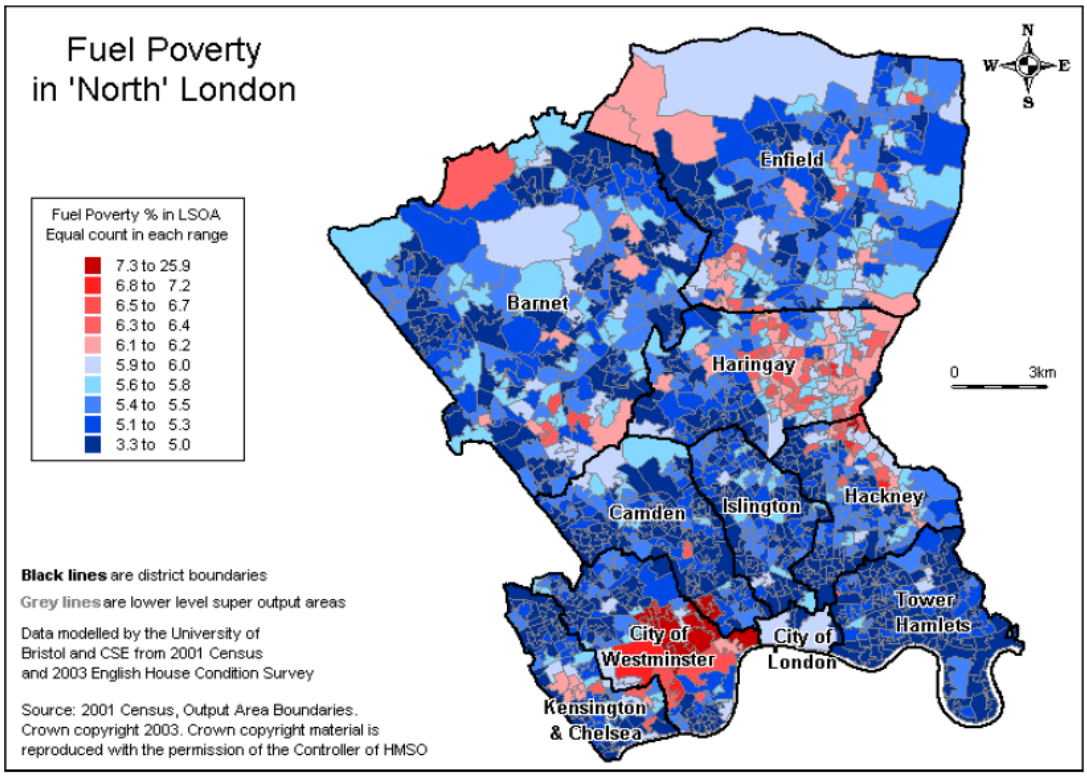
Table 4: Fuel Poverty Indicator, London Boroughs, 2007

Borough	% in fuel poverty - full income (equalised)	Borough	% in fuel poverty - full income (equalised)
Bromley	4.1%	Lewisham	6.0%
Havering	4.1%	Barking and Dagenham	6.0%
Sutton	4.1%	Islington	6.0%
Bexley	4.3%	Lambeth	6.1%
Hillingdon	4.5%	Ealing	6.2%
Kingston upon Thames	4.6%	Southwark	6.4%
Richmond upon Thames	4.6%	Kensington and Chelsea	6.5%
City of London	4.7%	Hammersmith and Fulham	6.5%
Harrow	4.9%	Waltham Forest	6.5%
Croydon	5.1%	Camden	6.6%
Merton	5.1%	Haringey	7.0%
Barnet	5.2%	Hackney	7.0%
Enfield	5.4%	Brent	7.0%
Redbridge	5.5%	Tower Hamlets	7.3%
Hounslow	5.6%	Westminster	8.1%
Wandsworth	5.7%	Newham	9.2%
Greenwich	5.7%		

Source: Fuel Poverty Indicator, 2007

In Haringey, as might be expected, there are variations between the wards in the number of households in fuel poverty. The wards with the highest incidences are mainly in the east of the borough and include Seven Sisters, Northumberland Park and Noel Park. In the west there are fewer incidences with lowest being Fortis Green, Muswell Hill and Crouch End. This is not to say however, that within these wards there are variations between individual households.

Map 10: Fuel Poverty in North London

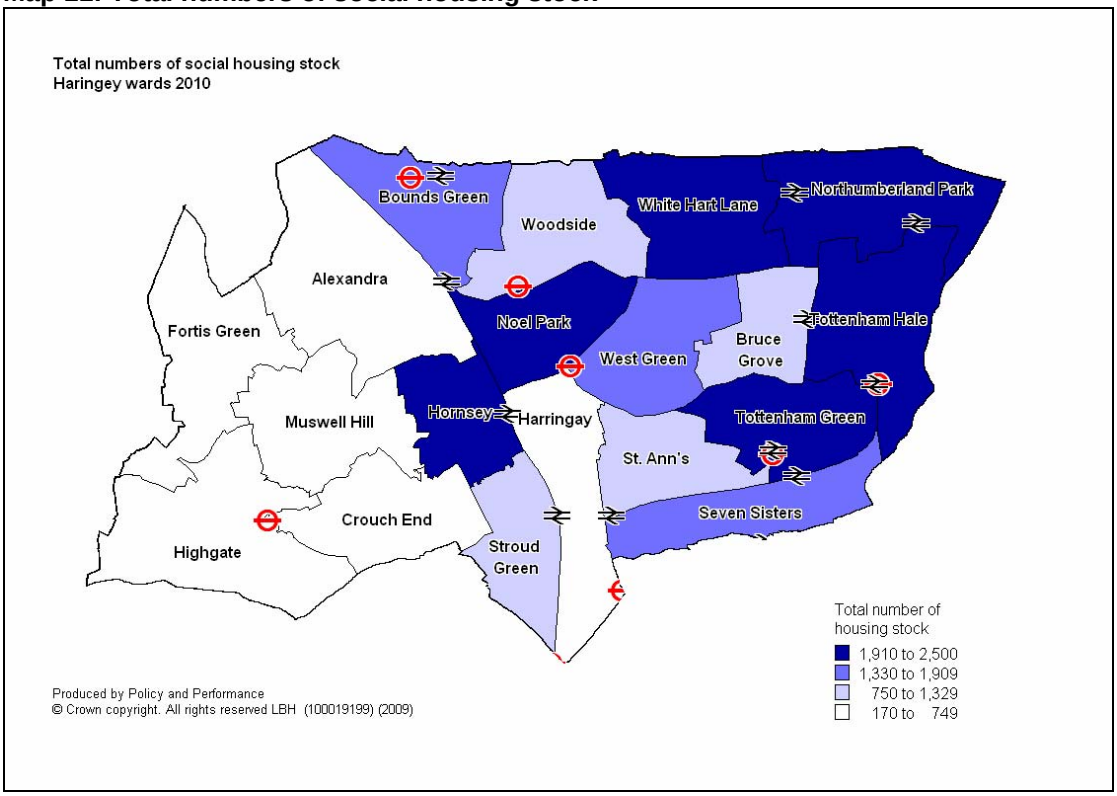


Source: University of Bristol and Centre for Sustainable Energy

Map 10 shows fuel poverty in North London. The colours show the numbers of households in each ward. The range goes from dark blue (lowest) to dark red (highest). Further investigation is needed to establish the reasons for the relatively high incidence of fuel poverty in Haringey compared with neighbouring boroughs.

One contributory factor is the uneven spread of housing type in Haringey, with owner occupation being greater in the west with social rented concentrated in the east. See Map 11.

Map 11: Total numbers of social housing stock



Source: Haringey Council

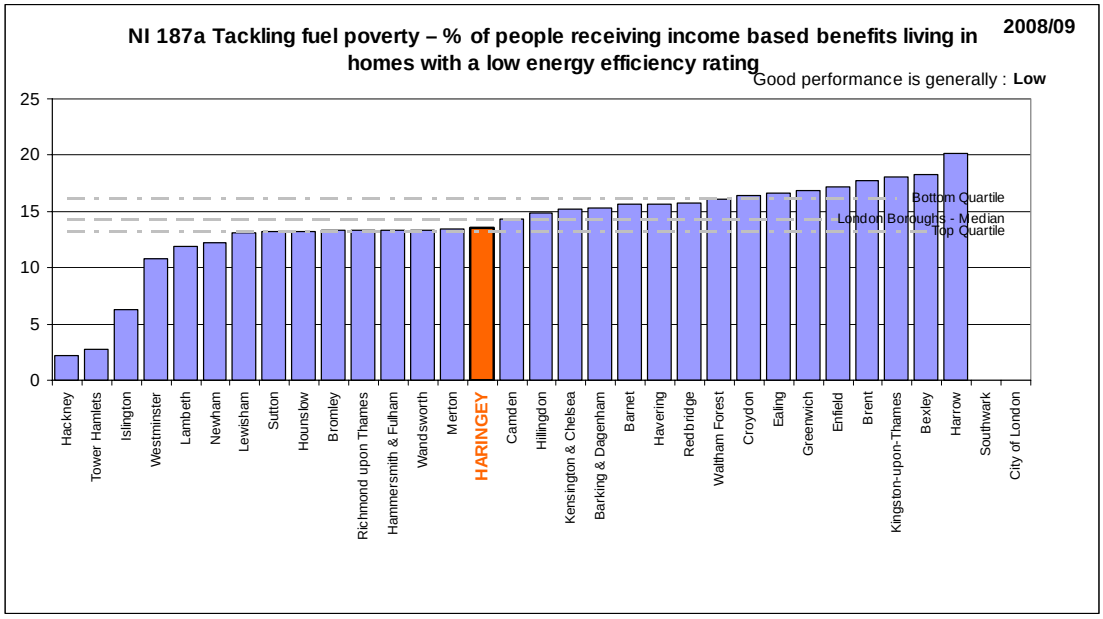
Other factors contributing to fuel poverty include; low income, rising fuel prices, inadequate insulation, household composition relating to property size, inefficient heating systems, and lack of information and awareness about how fuel poverty can be tackled.

The Standard Assessment Procedure (SAP) is adopted by Government as the UK methodology for calculating the energy performance of dwellings. The SAP scale is measured from 1 to 100, where 100 represents zero energy cost. Our 2008 survey, which measures the SAP rating of homes where people have a means tested benefit, shows that of the households that returned data:

- 13.5% live in homes with a SAP rating below 35
- 73.4% live in homes with a SAP rating between 35 and 65
- 13.0% live in homes with a SAP rating above 65

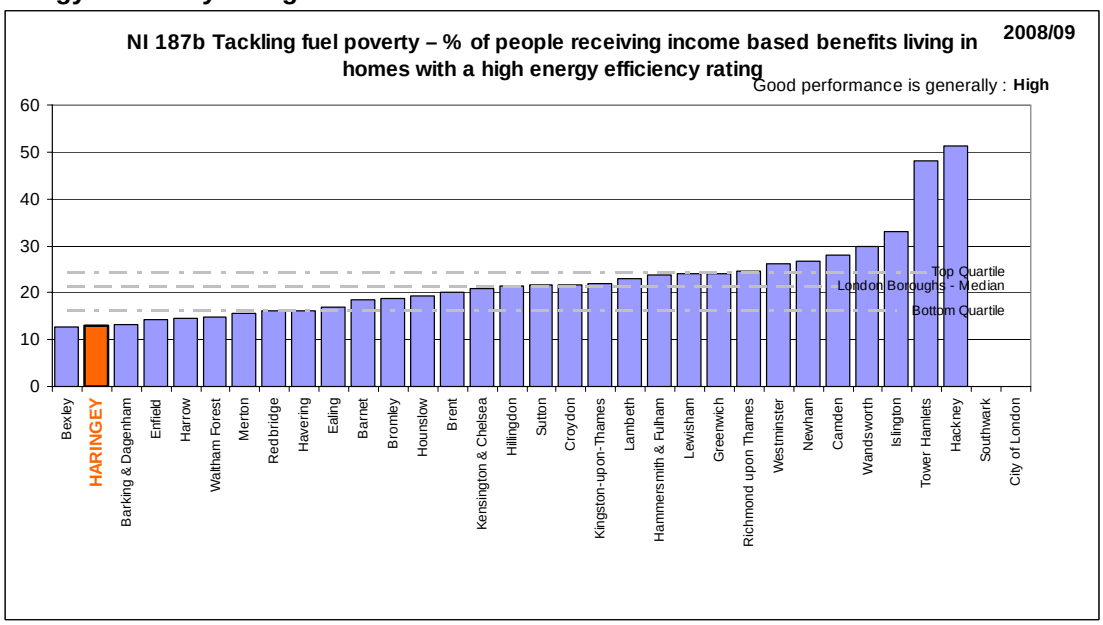
Charts 3 and 4 show how Haringey compares with London boroughs for people receiving income based benefits living in homes with a low SAP rating (chart 3) and high SAP rating (chart 4): 13.5% are living in homes with a low energy efficiency, similar to Camden, Merton and Hillingdon, and 13% are living in homes with a high SAP rating, which ranks as one of the lowest performing boroughs in London.

Chart 3: % of people receiving income based benefits living in homes with a low energy efficiency rating



Source: Local House Conditions Survey

Chart 4: % of people receiving income based benefits living in homes with a low energy efficiency rating



Source: Local House Conditions Survey

Warm Front

The Warm Front scheme introduced in 2002, delivers heating and insulation improvement grants to anyone who owns their own property, rents from a private landlord (and is responsible for the heating system), and are in receipt of certain means tested or disability related benefits.

In 2008/9 a total of 512 households in Haringey received a Warm Front grant.

On average, each recipient has the potential to save over £350 per year on energy bills. The maximum available grant is now £3,500 per household or up to £6,000 where oil or a new low carbon technology is recommended.

For information of our strategy to tackle fuel poverty see the Affordable Warmth Strategy.

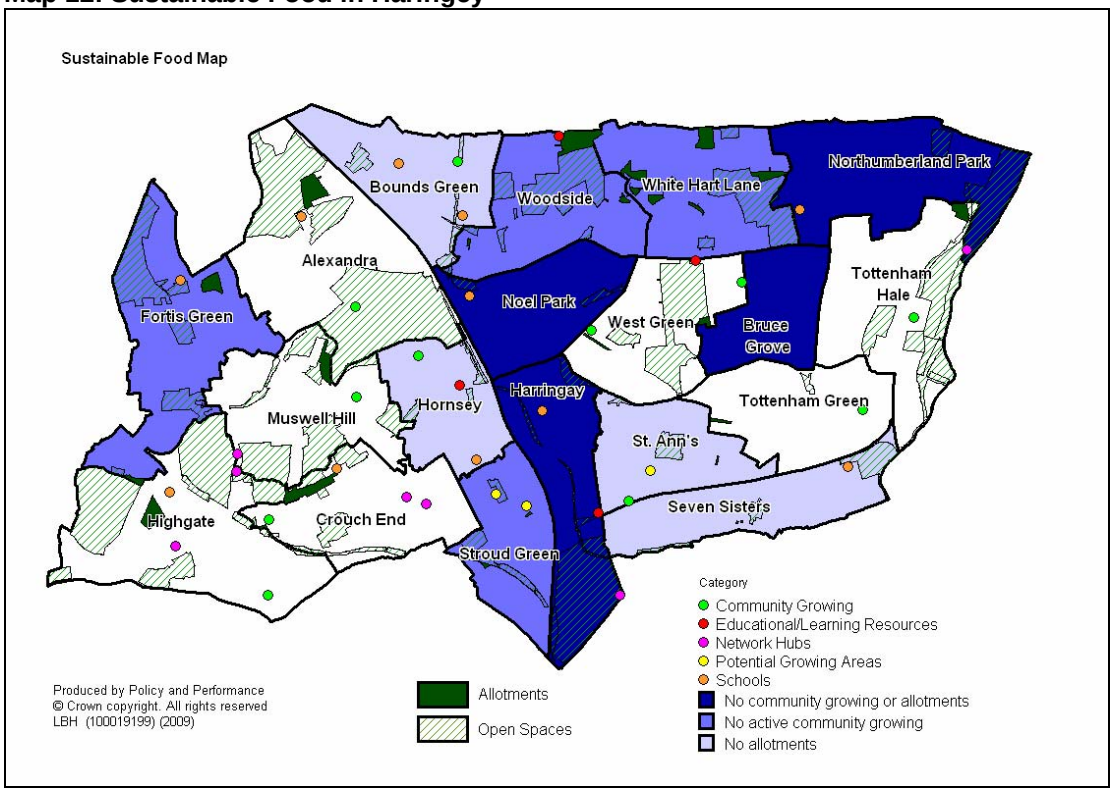
3.4 Sustainable Food

Map 12 shows known food growing areas across the borough. The council is currently developing a strategy on sustainable food, which will be informed by this preliminary mapping exercise. Haringey is currently working with a number of local and regional organisations to create new growing spaces in the borough and so the picture is likely to change considerably over the coming year.

In addition to the Council's 25 allotments we have:

- 12 community growing spaces – *these range from large community allotments to smaller growing spaces.*
- 9 food 'network hubs' – *these social networks enable residents to share knowledge and skills related to urban food growing*
- 12 school growing areas – *schools approach food growing in a number of ways from micro food farms, to vegetable plots or roof gardens. Some even have their own chickens!*

Map 12: Sustainable Food in Haringey



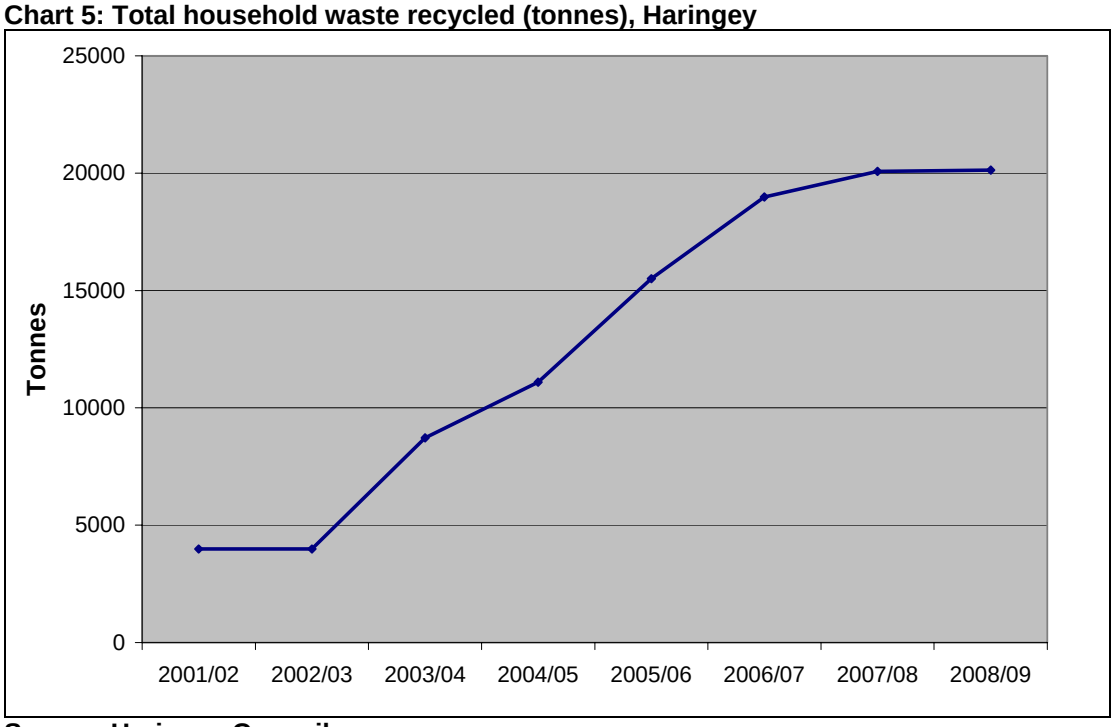
Source: Haringey Council

Priority 4: Increasing recycling and reducing waste

4.1 Recycling and waste minimisation

Reducing waste and ensuring its sustainable treatment and disposal is a major strategic issue for Haringey. Around 85,000 tonnes of household waste is produced in the borough every year, equating to a third of a tonne for every Haringey resident. Of this around a quarter is reused, recycled or composted. This is a dramatic rise from just 2% in 2000/01. Chart 5 shows the amount recycled now exceeds 20,000 tonnes and the projection for 2009/10 is for this to increase further.

Chart 5: Total household waste recycled (tonnes), Haringey



Source: Haringey Council

Over 70,000 homes in Haringey currently receive the green box recycling service, which includes weekly collections of paper, cardboard, glass, plastics pots, tubs and bottles, tins and cans, as well as garden waste and food waste. Blocks of flats and housing estates are provided with near-entry recycling facilities for a wide range of materials, and clear sack collections are available for residents living in flats above shops.

A network of 75 on-street bring banks continues to provide more opportunities to recycle, with 16 textile banks also located around the borough. The council maintains two Reuse & Recycling Centres that residents can use to recycle a wide range of goods, including wood, electrical items and cooking oil.

All schools now have mixed-material recycling facilities, and around 15 receive collections of food waste as part of a trial project. An increasing number of community centres also now have on-site recycling facilities.

On-street recycling 'litter' bins have been installed on some of the main roads in the borough as part of a trial. Street sweepers and litter pickers now separate some items for recycling using separate clear sacks.

4.2 Waste management and Street cleansing

Refuse collections are provided for all residents in the borough. The majority of residents in properties with front gardens are provided with a wheelie bin for their refuse, whilst blocks of flats and housing estates normally have communal bins. Black sack collections are provided for other properties where there is insufficient storage space for rigid containers.

Around 1,000 litter bins are positioned across the borough, complemented by 66 cigarette butt/chewing gum bins on lampposts and 79 dog waste bins. Every road in the borough is swept at least once a week, with all streets receiving an additional litter-pick to help maintain cleanliness. Busier roads are swept more frequently, with main shopping areas receiving several sweeps a day.

Street cleanliness

National Indicator 195 looks at the four elements of street cleanliness: litter, detritus, fly-posting and graffiti. Surveys are carried out across the borough and the lower the percentage scores the better the standard of cleanliness.

Table 5: Street Cleanliness (NI 195), Haringey, April 2008-November 2009

Year	Tranche (T)	Litter Score	Detritus Score	Graffiti Score	Fly-tipping Score
2008/09	T1 (April-July)	9%	21%	2%	0%
	T2 (August-November)	10%	17%	3%	1%
	T3 (December – March)	11%	28%	3%	1%
2009/2010	T1 (April-July)	6%	14%	4%	1%
	T2 (August-November)	9%	14%	2%	1%

Source: Haringey Council

The Tranche 1 scores for 2009/2010 placed Haringey as the best performing outer London borough reported on by Keep Britain Tidy Group.

Dumping

Dumping is anything that is left on the public highway where it shouldn't be, such as a bag of household refuse left on the pavement at the wrong time, a mattress, a TV or a fridge etc. Total dumps picked up, both reported and picked up pro-actively by cleansing crews when they are out on their beats, was 31,787 during 2009. That is an average of 2,649 per month.

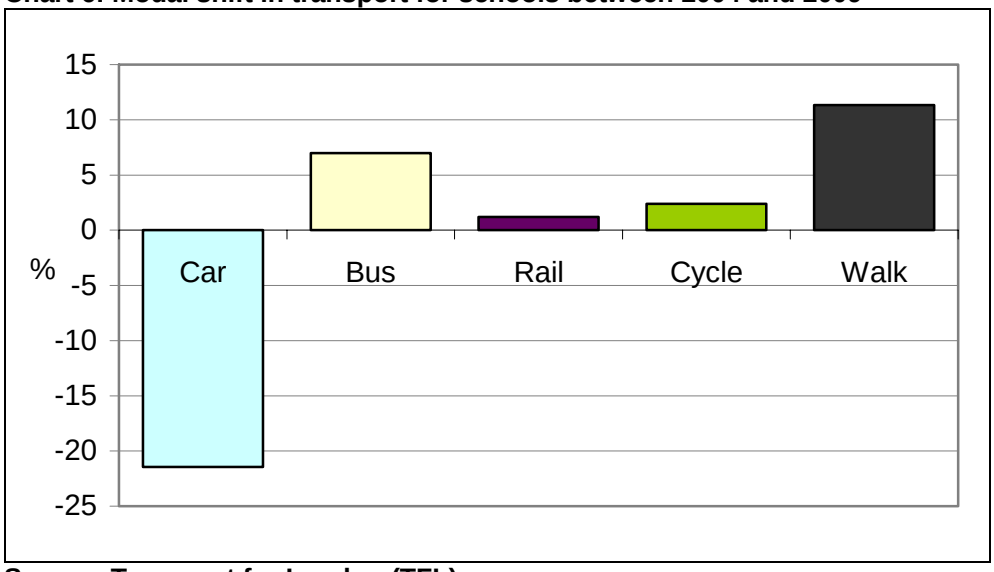
Priority 5: Encouraging our future citizens to be our first green generation

5.1 School travel

The London Borough of Haringey has successfully promoted sustainable travel in schools since 2004. 100% of schools in Haringey have an approved Travel Plan one year ahead of the London target (2009) and two years ahead of the Mayoral Target (2010). The borough was proud to be one of five boroughs in London to have achieved this.

Chart 6 shows that between 2004 and 2009, children going to school have increasingly walked (up by over 10%), cycled or used public transport. Car journeys to school have decreased by 21.43%.

Chart 6: Modal shift in transport for schools between 2004 and 2009



Source: Transport for London (TFL)

Priority 6: Promote Sustainable Transport

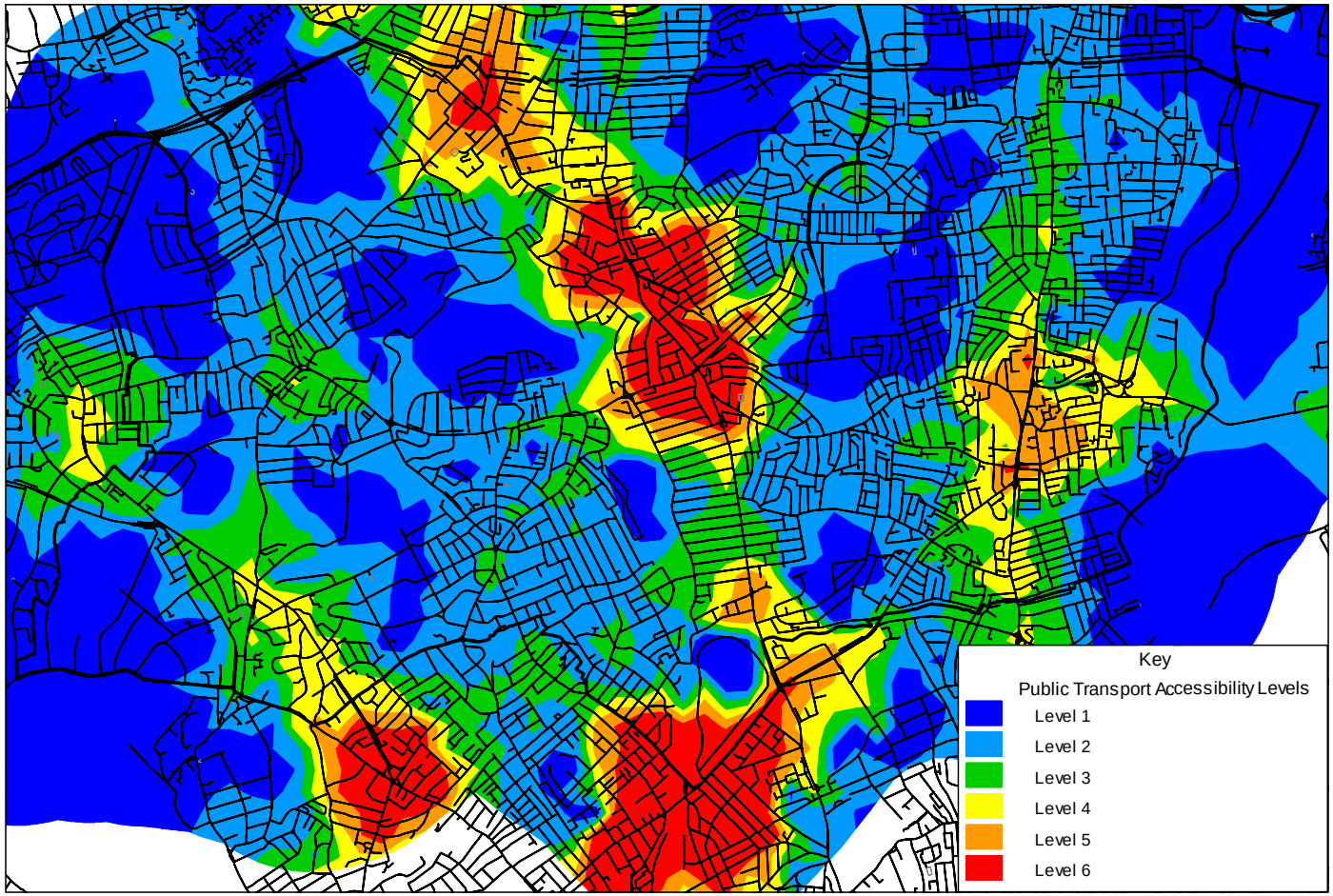
6.1 Modes of travel

Haringey has good radial transport networks for road, rail and tube, though transport networks are less developed running across the borough (east to west).

Data on the share of modes of transport used for journeys starting in Haringey show that the further journeys originate outside of the city centre the greater reliance on private car usage.

Further detail finds that car usage for journeys originating in Haringey accounts for 31% of trips which is significantly lower than the outer London average (51%) but slightly higher than the inner London average (27%). Both bus (20%) and underground (12%) usage is higher for journeys originating in Haringey than either the inner or outer London average for these different modes. The full modal share of trips made in Haringey in comparison to inner and outer London boroughs is contained in Chart 7.

Map 13: Public accessibility levels in Haringey



Public Transport Accessibility Levels in Haringey

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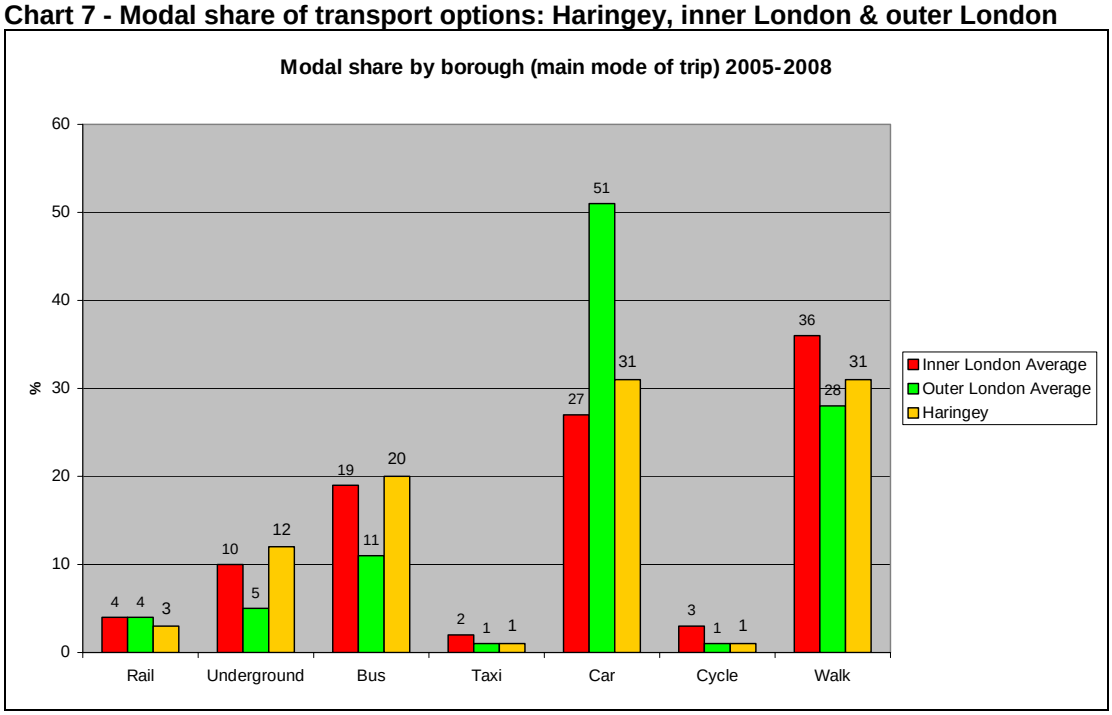
Source: Haringey Council

Chart 7 - Modal share of transport options: Haringey, inner London & outer London



Source: Transport for London (TfL)

Haringey has the third highest number of people in London that travel to work by public transport. Furthermore, just under 1/3 (31%) of all trips in Haringey are on foot, which is equal to those trips made by car. In Haringey, 97% of walking trips are less than 3km, though 48% of journeys made by car are also less than 3km: this highlights the potential to switch to more sustainable modes in Haringey.

a. Walking

Walking in Haringey

In Haringey, 31% of all trips are on foot which is high compared to the London-wide average of 21% (TfL Travel in London Report 2009). Haringey residents make more than 184,000 walking trips per day, which is considerably more than car driver trips [at 118,000]. In terms of journey length, 97% of walking journeys are less than 3km. However, about 48% of car driver journeys are less than 3km with 19% are less than 1km, indicating the potential for a switch for short journeys from the car to walking.

The latest Sport England Active People Survey shows that Haringey is performing at a similar level to its statistical neighbours for the percentage of adults who walk at least once a month for 30 minutes. We perform less well for cycling (10.2%), compared with Hackney (14.8%), Lambeth (16.2%) and Southwark (13.4%).

Haringey is well placed among its neighbours for the percentage of adults who take part in recreational walking at moderate intensity for 30 minutes at least once a month (20.4%). Again, for recreational cycling (5.9%), we perform slightly below Hackney (7.7%), Lambeth (8.7%) and Southwark

(6.8%). Leisure walking and cycling routes in the borough are set out in map 14.

Strategic Walking routes in Haringey

There are 2 strategic walking routes in Haringey, these are the Capital Ring and Lea Valley Walk These strategic walking routes have a role in encouraging more walking and improving the local environment such as improved air quality and reduced noise emissions to the extent that there is a modal shift.

Haringey's walking routes are shown in Map 14.

b. Cycling in Haringey

Haringey is one of the leading boroughs in London in delivering cycle facilities and assistance such as cycle routes, cycle training and cycle parking. Longer distance cycle trips are provided for by the London Cycle Network Plus. The network is being implemented and could complete by 2014, subject to funding.

Haringey's cycling routes are shown in Map 14.

Data from the London Travel Demand Survey (LTDS), covering 2005 – 2008, shows 1% of all trips in the borough were by cycle. More recent data for households [LTDS 2007/9] shows 2% of trips were by cycle. The same dataset shows that the total number of cycle trips per annum increased from 2.7 million in 2008 to 3.8 million in 2009, an increase of 41%. Similarly, the rate of cycle trips per person per annum increased from 12.1 to 18 between 2008 and 2009, an increase of 49%. Between 5 and 7.5% of Haringey residents cycled at least 2 days per week in 2007/8.

The growth in cycling over the last two years puts us well on the way to meeting our targets for 2010 and 2020.

Almost half of Haringey households do not have access to a car [Census 2001]. Around one third of local trips are under a mile long and 85% of trips are less than 5 miles. The potential for cycling to meet travel demand at the local level is therefore clearly significant and can build on the substantial growth in cycling over the last year or so.

Cycle greenways

Haringey Greenway cycle and walking routes are being implemented to link the green and open spaces of the borough for recreational walking and cycling.

Four Greenway routes are proposed, one from Finsbury Park to the Lea Valley, one from Finsbury Park to Highgate via Parkland Walk local nature reserve, and the third from Muswell Hill Road to Alexandra Palace Station and

finally one from Muswell Hill to Wood Green. Investment has been made on enhancements and it is expected that improvement works will be completed by 2014, subject to funding.

Map 14: Cycling and walking routes and greenways

Source: Haringey Council

Cycle parking

Between 2003/4 and 2008/9 we installed 302 cycle parking stands. A further 125 are to be installed in 2009/10 including 39 within parks. In addition we piloted secure estate parking at four locations in Tottenham and Muswell Hill as it is recognised that secure cycle parking at the home end is also key to greater cycle usage.

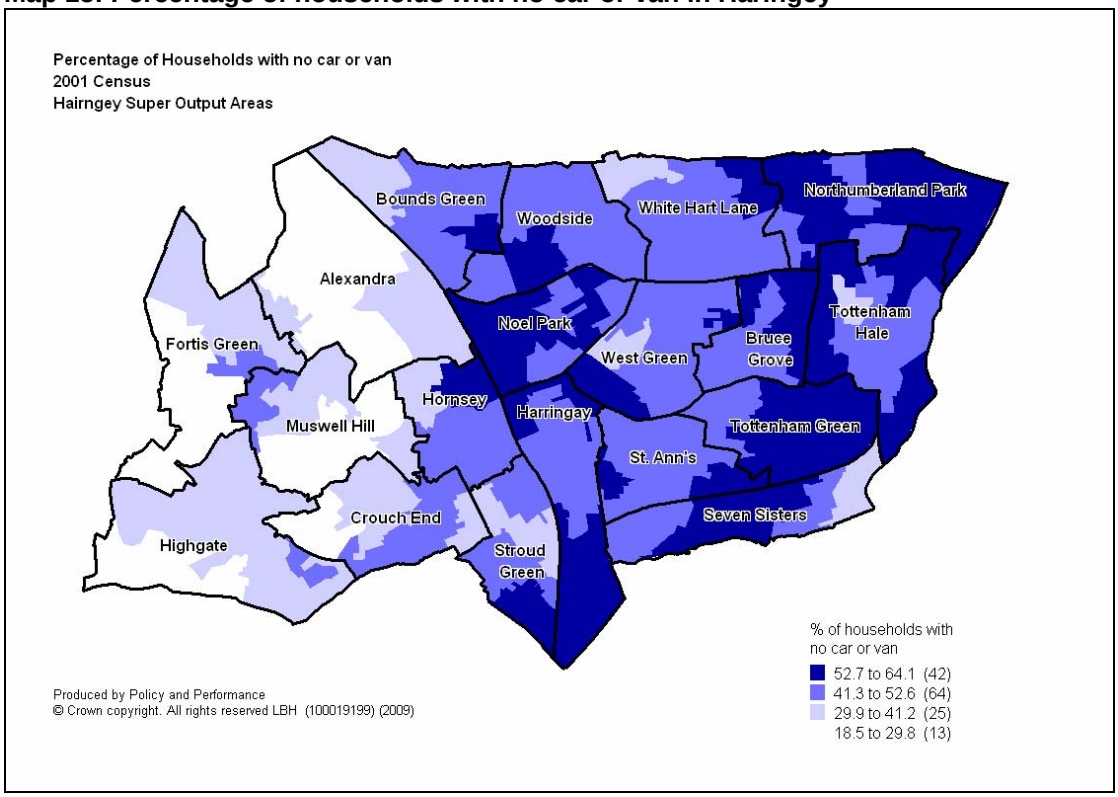
Cycle training

We have supported cycle training for schools and individuals who live or work in Haringey. In 2008/9 we trained 112 individuals and 630 school pupils. Surveys of individuals has shown more cycle usage following training and more confidence in cycling in busy traffic.

c. Car Use

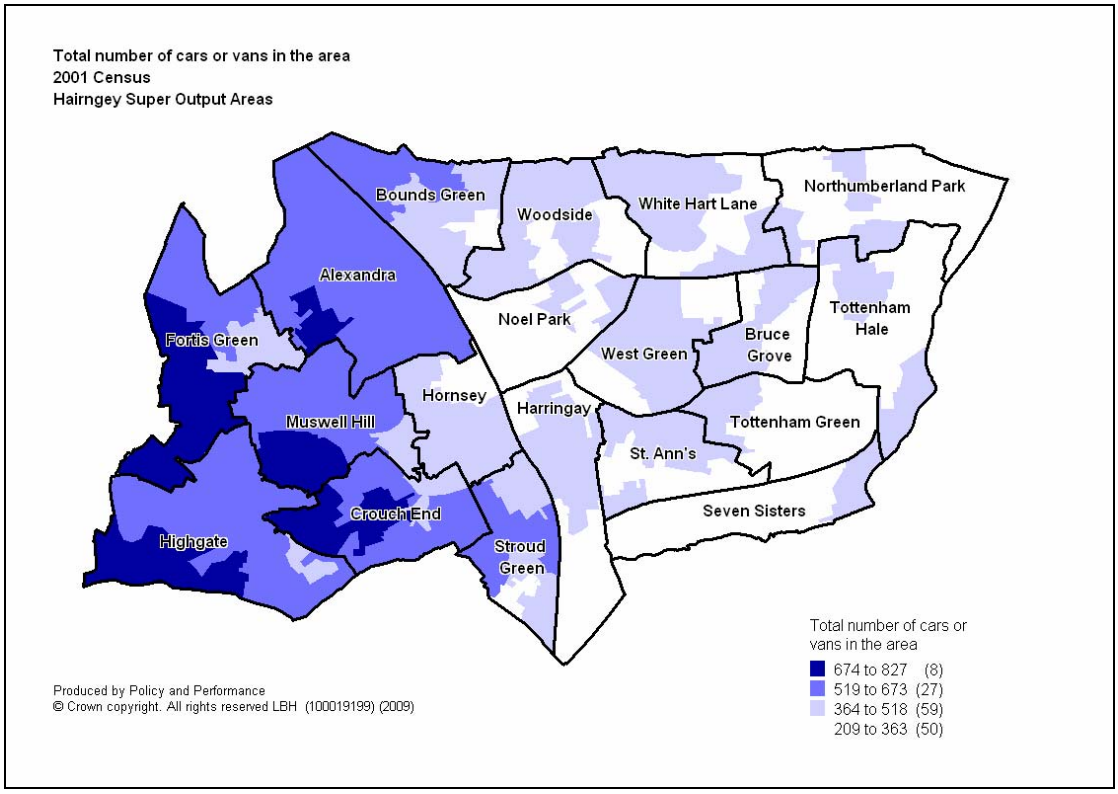
According to the 2001 census, 46% of households do not have access to a car, though there are wide variations across and within the borough: in the west of borough household access to car/van is above 80% whereas in the east this falls to below 40%. See Maps 15 and 16.

Map 15: Percentage of households with no car or van in Haringey



Source: Census 2001

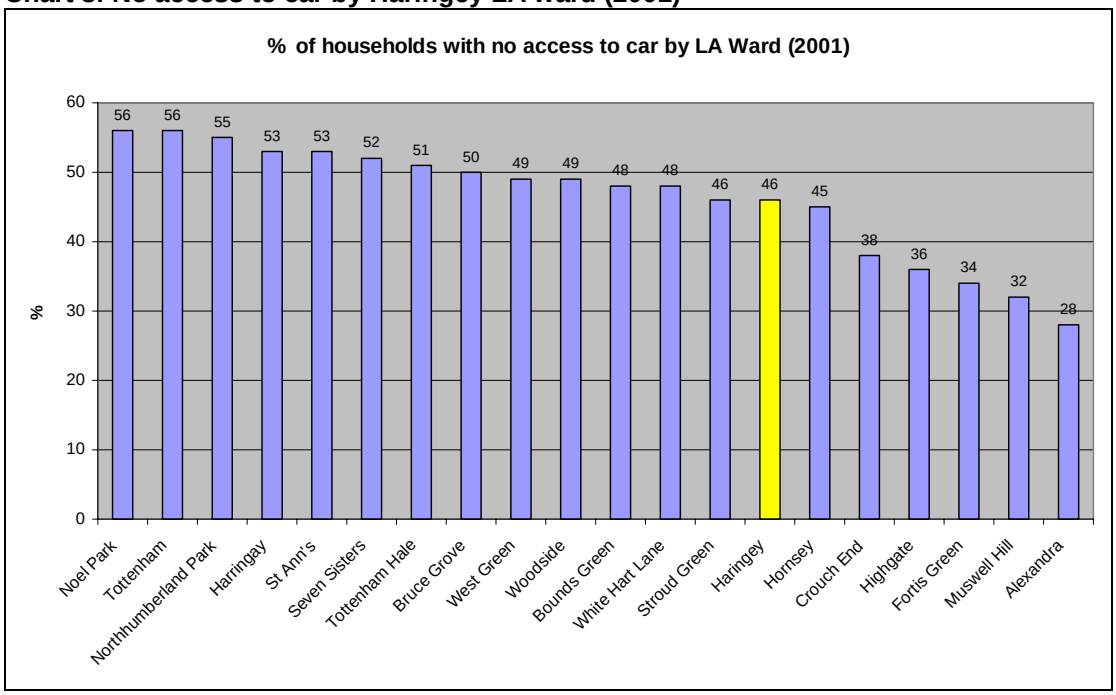
Map 16: Total number of cars or vans in Haringey



Source: Census 2001

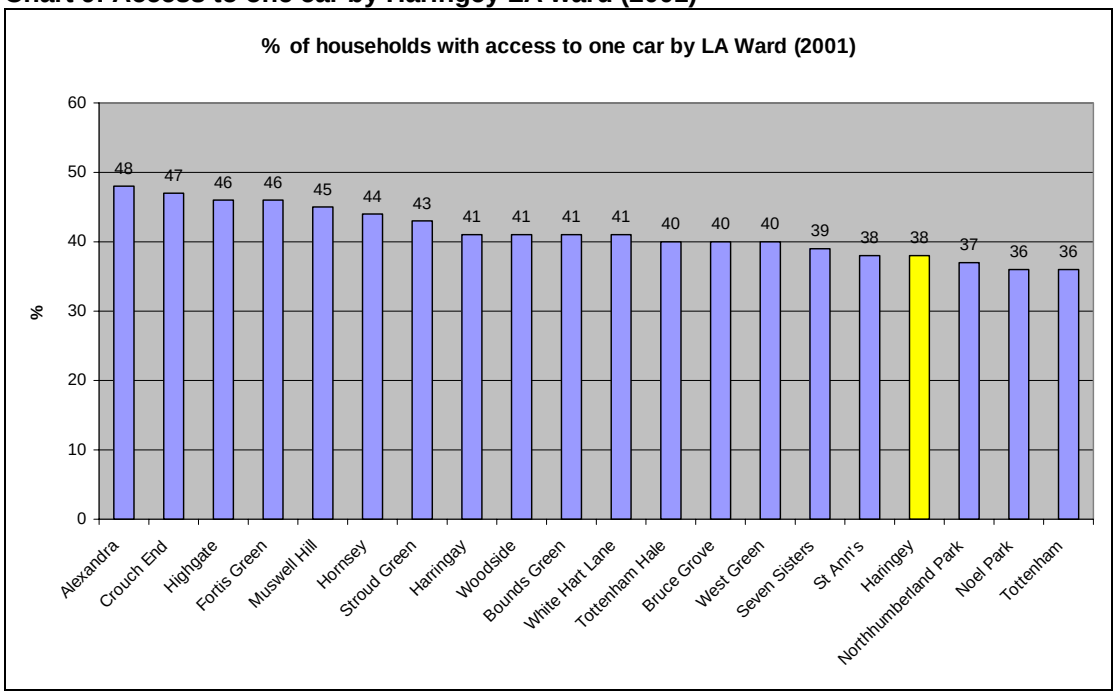
There are wide variations to car accessibility within the borough: households in Noel Park ward are twice as likely to not have access to a car than those in Alexander ward; and in three wards over 20% of households have access to two to four cars (**Charts 8, 9 and 10**).

Chart 8: No access to car by Haringey LA ward (2001)



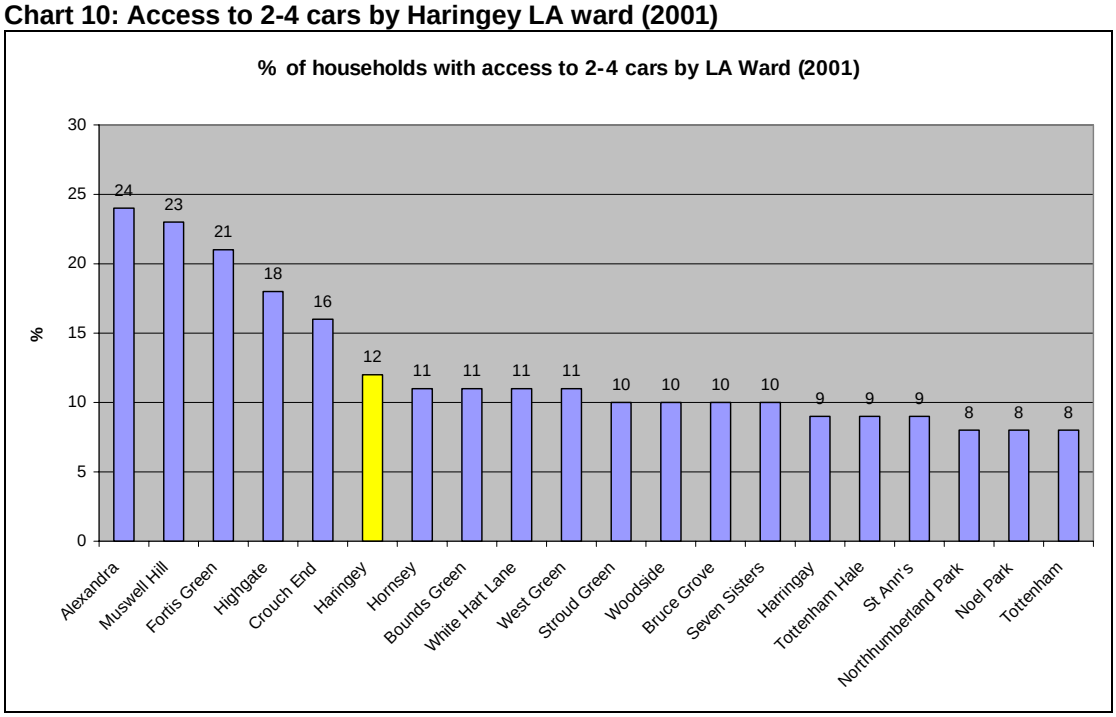
Source: Census 2001

Chart 9: Access to one car by Haringey LA ward (2001)



Source: Census 2001

Chart 10: Access to 2-4 cars by Haringey LA ward (2001)



Source: Census 2001

d. Underground

The borough is served by 6 tube stations on three tube lines (Northern, Piccadilly and Victoria); there are planned capacity increases on the Northern

line (20% by 2012), Piccadilly line (25% by 2014) and Victoria line (19% by 2013).[3]

Data from TfL indicates that there has been considerable investment in local transport through the LIP since 2003/4 to a total of £29.3m including: £4.4m for road renewal, £3.1m for bridge works; £2.8m for local safety schemes. In addition, there has been increased frequency on 20 of the boroughs bus routes and 7 of the boroughs night bus routes.

e. Bus services

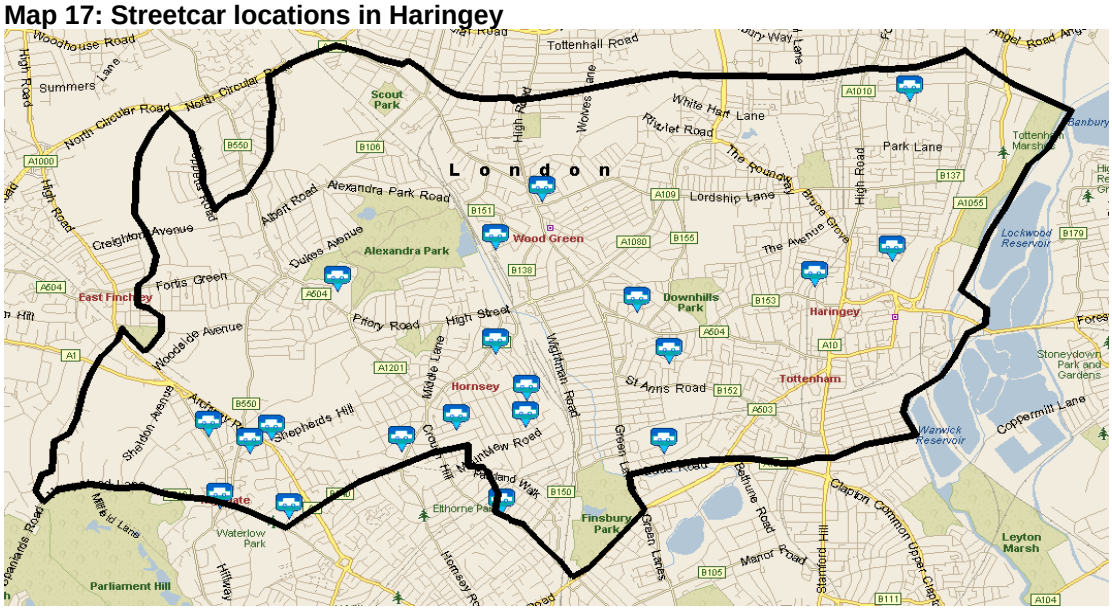
43 bus routes serve the borough of which all but 10 are high frequency routes. The routes are mainly radial in nature. The main issue for these radial routes is provision of capacity to meet growing demand. A number of routes form a high frequency orbital network. However, further development of the 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.

f. Car Club

The Council, in partnership with Streetcar, introduced 27 car club vehicles at 14 on street locations around the borough in July 2009 – see map 17. There are now nearly 2000 streetcar members in Haringey which is a doubling of membership since the start of the year. The daily usage figures for the car club vehicles in Haringey are also encouraging, with vehicles being used on average 15.3 hours each day. This clearly shows the demand and potential for expansion of the scheme and the Council are planning to increase the number of car club vehicle locations in the borough with a target of having at least 80 operational car clubs bays by the end of 2010-2011. This will create a borough wide service where every resident and business would be within a 5 minute walk of a car club vehicle.

[3] Key investment in Haringey 2009/10 Transport for London 2009

Map 17: Streetcar locations in Haringey



g. Electric Vehicles

12 electric vehicle charging points have now been installed within five car parks across the borough – see table 6. A membership scheme has been set up to use the facilities for an annual administration fee of £50, which includes the provision of a charging lead and a permit to park in the 12 electric charging bays. Additional electric charging points will be installed between 2010 and 2011 in car parks and at on street locations close to the borough's town centres and large areas of employment.

Table 6: Locations of electric charging points in Haringey

Area	Location	Number of charging point spaces and conditions of use
N22 Wood Green	Bury Road car park, level 1	Two charging point spaces
N22 Wood Green	Shopping City East car park, level 2	Three charging point spaces. **Note** car parking tariffs apply for using these bays
N22 Wood Green	Shopping City West car park, level 2	Three charging point spaces. **Note** car parking tariffs apply for using these bays
N17 Bruce Grove	Stoneleigh Road car park	Two charging point spaces
N10 Muswell Hill;	Summerland Gardens car park	Two charging point spaces

h. Travel Plans

11 work place travel plans have been secured through the planning process. 3 voluntary travel plans have been introduced through the Enterprise initiative and discussions are taking place to develop travel plans for a further 4 businesses in the borough.

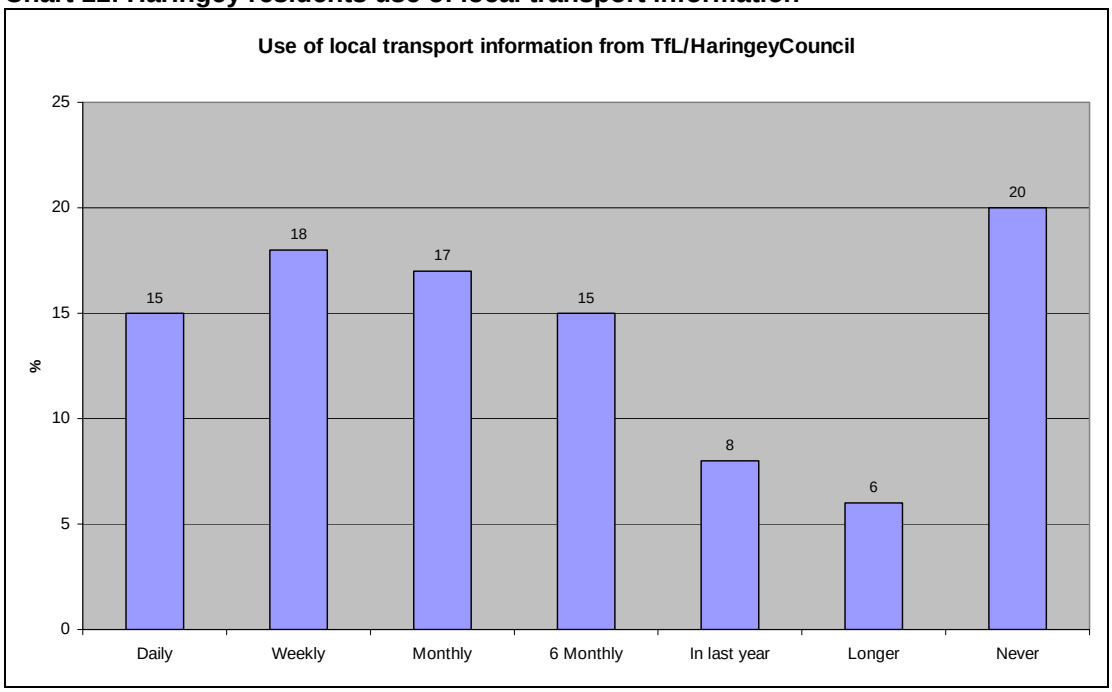
Haringey Council staff travel habitats were resurveyed in July 2009 and the following results were achieved.

- Reduction in single occupancy car trips to work by 5%
- Reduction in business travel private car trips by 26%
- Increase in cycling to work by 2.5%
- Increase walking to work by 1%
- Increase public transport usage by 1%
- Increase car sharing by 0.6%

6.2 Satisfaction with public transport

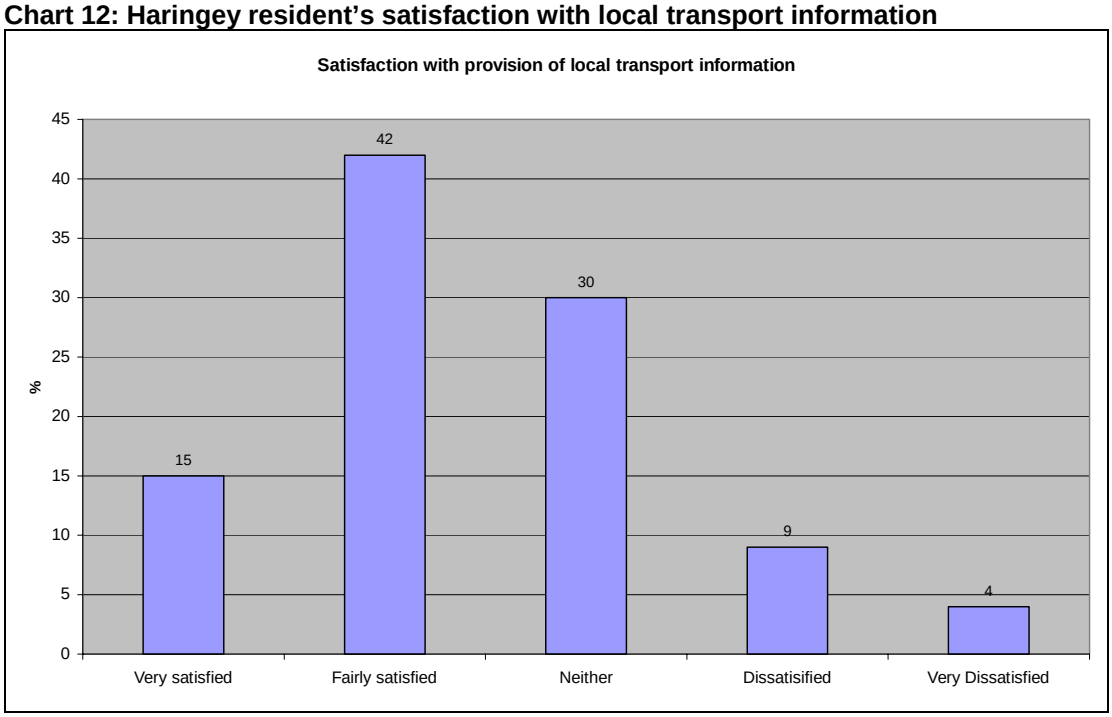
The Place Survey assesses more specific perceptions of local transport services including use and satisfaction of local transport information and, use and satisfaction of local bus services. This data demonstrates that 50% of respondents have used local travel information services at least monthly (Chart 11), and that most (57%) are satisfied with this service (Chart 12).

Chart 11: Haringey residents use of local transport information



Source: Place Survey 2008

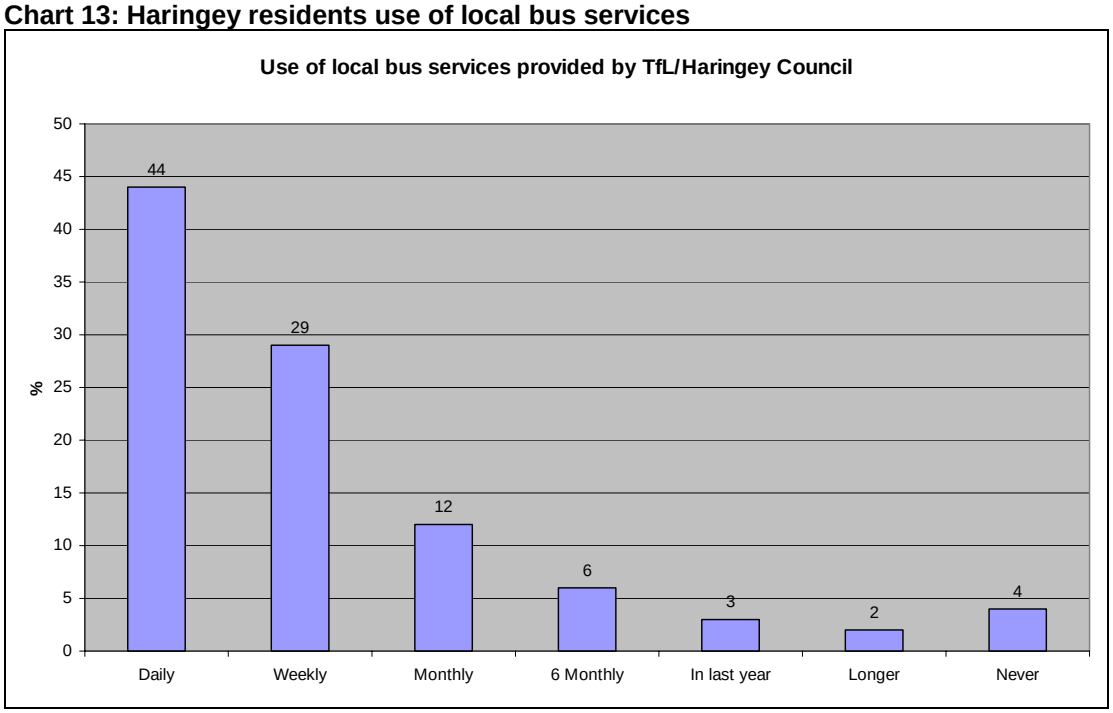
Chart 12: Haringey resident's satisfaction with local transport information



Source: Place Survey 2008

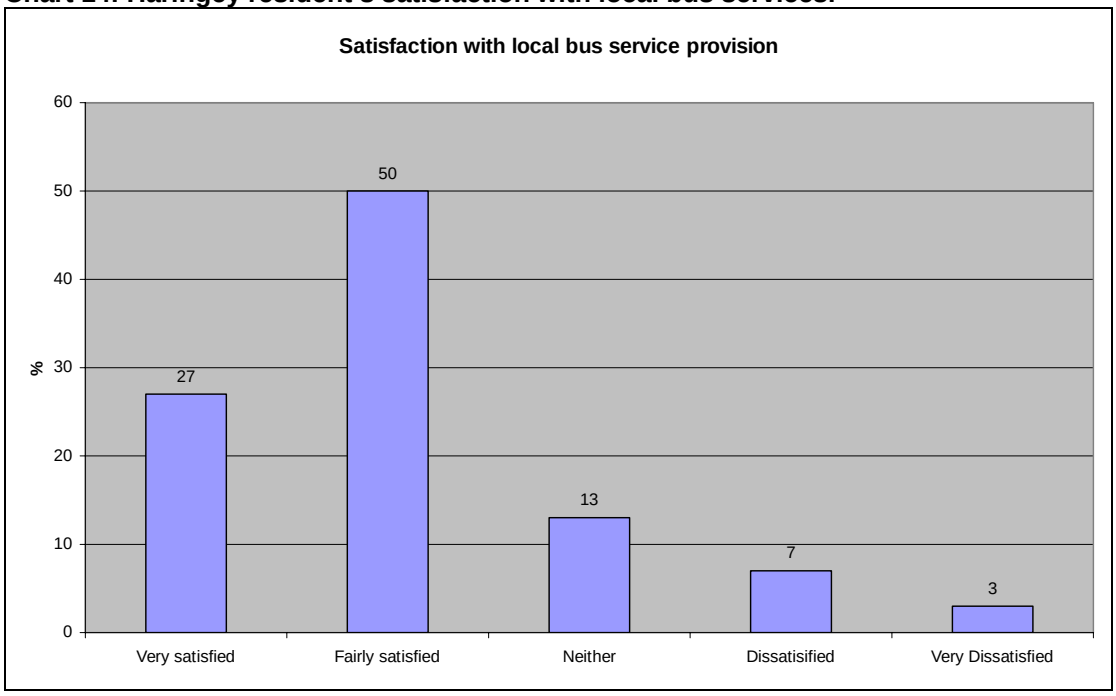
Similar assessments are made of local bus services, in which the reliance on local bus services is revealed; 44% of respondents used the bus service daily and 73% use the bus service at least weekly (Chart 13). Just 4% of respondents have not used the local bus service. Over three quarters (77%) of respondents were broadly satisfied with local bus service provision (Chart 14).

Chart 13: Haringey residents use of local bus services



Source: Place Survey 2008

Chart 14: Haringey resident's satisfaction with local bus services.



Source: Place Survey 2008