

2. Borough Transport Objectives

2.1 Introduction

This chapter sets out Haringey's Borough Transport Objectives for the period 2011 to 2031, reflecting the timeframe of the revised Mayor's Transport Strategy (MTS). It is structured as follows:

- Section 2.2 describes the local context by providing an overview of borough characteristics and its transport geography. London-wide, sub-regional and local policies are summarised which have informed the preparation of this LIP.
- Section 2.3 sets out Haringey's transport challenges within the context of the MTS goals and challenges for the sub region and London-wide. This section describes the main issues that need to be addressed to support delivery of the MTS goals.
- Section 2.4 outlines Haringey's Borough Transport Objectives which have been informed by sections 2.2 and 2.3.

2.2 Local Context

2.2.1 About Haringey

Haringey is one of London's 32 boroughs and is located in the centre of north London. It is home to 228,800 people living in an area of 30 square kilometres. Approximately a quarter (27%) of the borough is green spaces and areas of water. Domestic buildings and gardens account for 41% of the total land area of the borough and commercial buildings and land, road and rail account for about a third (32%) of the land area.

Historically considered an outer London borough, large parts of Haringey have the social and economic characteristics of an inner London borough. Approximately 30% of Haringey's population live in central and eastern areas in the borough which are amongst the 10% most deprived in England. This has been recognised in recent years by the award of neighbourhood renewal funding for deprived parts of the borough. Nevertheless, it is recognised that the borough has significant potential to deliver major growth and regenerate communities and has received growth area and community infrastructure funding from the Government to redevelop major opportunity sites in the borough – at Haringey Heartlands and Tottenham Hale.

Haringey boasts national landmarks like Alexandra Palace and is the home of Tottenham Hotspur Football Club. Some parts of the borough have good tube and rail links to central London and to Heathrow and Stansted Airports.

2.2.2 Haringey's places

The borough is a place of contrasts. Some areas display suburban characteristics with lower density housing whilst the majority of the borough is urban with higher density terrace housing and blocks of flats.

The Haringey Neighbourhood Renewal Strategy identifies five priority areas of the borough which contain the highest levels of deprivation and where regeneration initiatives are targeted. The priority areas are:-

- Wood Green town centre, Noel park estate and parts of Woodside ward
- Central Tottenham and Seven Sisters wards
- Northumberland Park
- White Hart Lane ward
- Bruce Grove / High Cross, including Broadwater Farm Estate

The Mayor's London Plan designates Tottenham Hale as an Opportunity Area and Haringey Heartlands as an Area for Intensification in recognition of their potential to provide significant numbers of new homes, new jobs and wider regeneration benefits.

The borough retains concentrations of employment in industry, offices and warehousing. The Unitary Development Plan identifies 22 Defined Employment Areas (DEAs) in the borough. Collectively the DEAs provide 138 hectares of employment land, over 1,000 buildings, 722 business establishments and nearly 736,000 sq.m of employment floorspace. The borough also contains other smaller employment locations which total a further 17 hectares of employment land.

The borough contains 28 conservation areas and over 350 listed buildings. Haringey's historic buildings and conservation areas are cherished landmarks that relate to the borough's rich history and give it a vital sense of place.

Haringey contains six main town centres. Wood Green is classified as a Metropolitan Centre – one of only ten in London. Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road are classified as District Centres. In addition, Haringey has 38 Local Shopping Centres.

2.2.3 Haringey's people

The borough of Haringey is diverse, with half of the population coming from ethnic minority backgrounds. This diversity is reflected in the fact that almost half of all pupils in Haringey schools speak English as an additional language. Haringey has a relatively transient population. At the time of the 2001 Census, there were 36,000 migrants in the borough, the 9th highest proportion in London. Haringey has a young population with a high birth rate. Since mid 2007 there have been 3,100 more births than deaths.

In April 2007, 6.8% of Haringey's economically active residents were unemployed and claiming Jobseekers Allowance, which was higher than the London rate (4.6%) and more double the national unemployment rate.

Northumberland Park has the highest unemployment rate of all wards in London at 11.2%. In contrast, unemployment in Muswell Hill ward stands at 3.0%. The 2001 Census suggests that long-term unemployment is a serious issue for Haringey. Over 50% of unemployed Haringey residents have not worked for over 2 years or have never worked.

The borough's age structure is similar to that of London as a whole, although the east of the borough tends to have more young people and the west more older people. In January 2006, Haringey's school population was approximately 35,000 children. There are 99 schools in Haringey, which include 63 primary schools, 11 secondary schools and 18 independent schools.

2.2.4 Haringey's economy

The borough has a diverse industrial base, with companies operating in a large number of sectors including retail, real estate and manufacturing. There are 8,200 businesses in Haringey employing a total of 64,700 people.

Haringey's economy is dominated by small businesses. 90% of businesses employ fewer than 10 people. The major sectors of employment in Haringey are public administration, education and health (28%) and distribution, hotels and restaurants including retail (26%). Manufacturing and construction account for 12% of all employment.

Haringey is strategically located in the London-Stansted-Cambridge-Peterborough growth area. With strong links to the City, West End and Stansted Airport the borough is very well placed for both business and commuting. By 2016 it is estimated that approximately 350,000 new London jobs will have been created within one hours commuting time of Haringey. These include the new job opportunities being created at Stratford City and the 2012 Olympics – accessible by rail in 15 minutes from Tottenham Hale.

2.2.5 Haringey's housing

According to the 2001 Census there are over 94,600 dwellings in Haringey. Of those 46% are owner occupied, 20% are council rented, 10.5% are rented from a registered social landlord and 20.1% are rented from a private landlord. At January 2010, Haringey had an estimated 2,142 empty private sector properties, which was the 13th highest proportion in London. Of this, 1,275 were vacant for longer than six months.

Haringey has a smaller proportion of home ownership in comparison to other London boroughs. However, since 2001 it is estimated that the proportion of owner occupied households has risen by about 4%.

In 2009, 3,800 households were accepted as homeless by the Council. At 1st April 2006 there were 5,997 households in temporary accommodation in Haringey, one of the highest levels in the UK. Given the high levels of temporary housing and homelessness there is the need to ensure that affordable housing meets those households in priority need. A 2007 Housing Needs Study estimates a need for 4,500 affordable housing units per annum for the next five years. There are over 20,000 households registered on the Council's housing register.

2.2.6 Haringey's environment

A network of parks, open space, wildlife sites and Green Belt is one of Haringey's strengths, making an important contribution to the quality of life. Despite this, parts of Haringey are deficient in different types of open space provision.

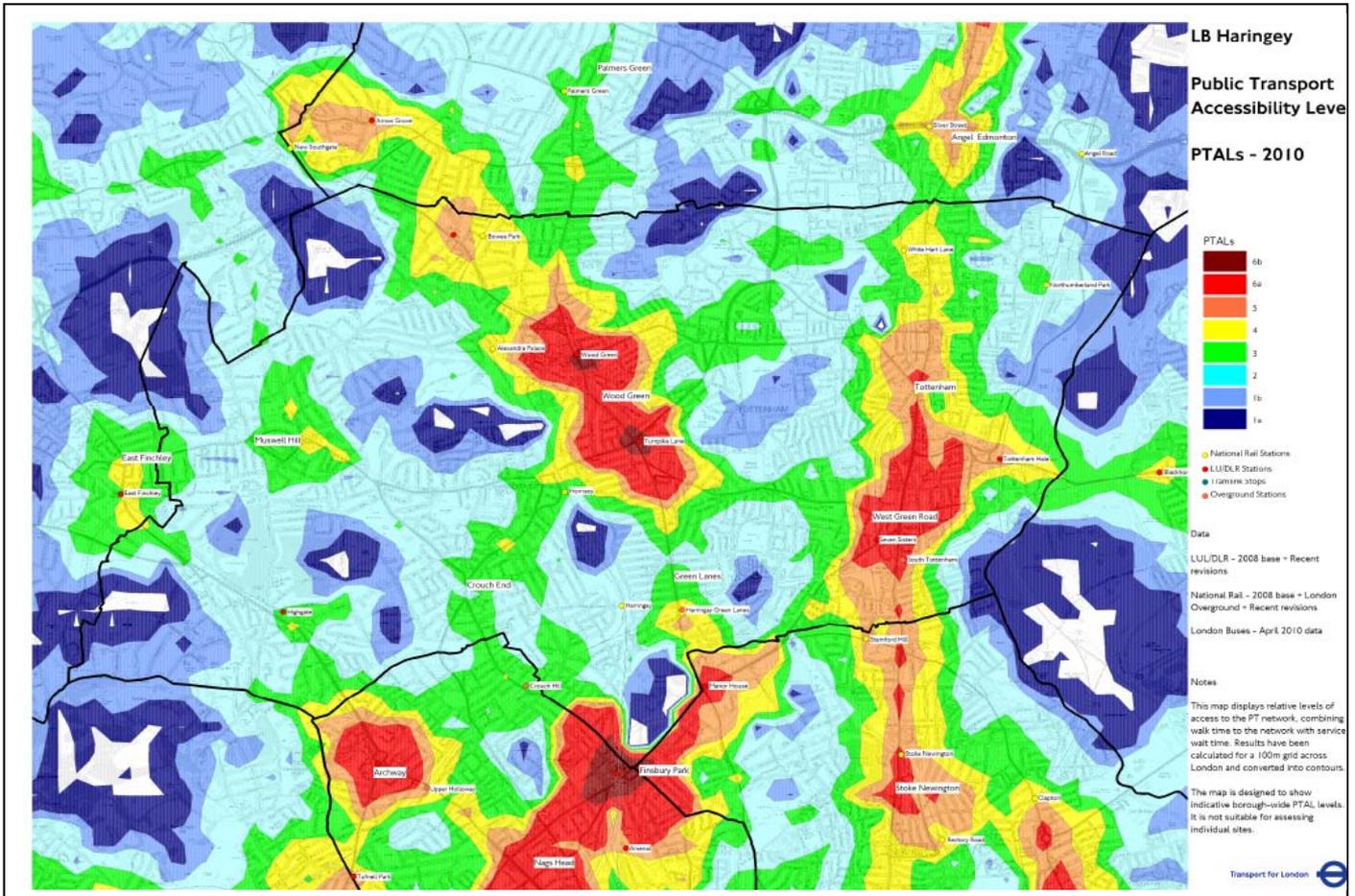
The borough has numerous natural and historical assets. It includes part of the Lee Valley Regional Park, which is Green Belt, areas of Metropolitan Open Land, including Alexandra Park and Ecological Valuable Sites of Metropolitan Importance.

2.2.7 Haringey's Transport Geography

Haringey has good radial transport links into central London by road, underground and rail. Orbital [east-west] journeys are more difficult by road and rail with only the Barking – Gospel Oak line in the south of the Borough offering rail based public transport. Most of the bus routes operating in the Borough are radial. The nature of the road network and low rail bridges provides some constraint on enhancing orbital travel. Of the 43 bus routes currently serving Haringey all but 10 are high frequency routes.

The Borough has three Underground lines [Victoria, Northern and Piccadilly] and three national rail lines [West Anglia, Great Northern and London Overground]. These lines serve four underground stations [Bounds Green, Wood Green, Turnpike Lane, Highgate], nine rail stations [White Hart Lane, Bruce Grove, Northumberland Park, Bowes Park, Alexandra Palace, Hornsey, Harringay, Harringay Green Lanes, South Tottenham] and three rail/underground interchanges [Finsbury Park, Seven Sisters, Tottenham Hale]. Nearly all rail and underground stations offer interchange with local bus services while Muswell Hill is an important bus to bus interchange. Finsbury Park, Tottenham Hale and Seven Sisters/South Tottenham are identified as key strategic interchanges in the MTS. Overall the borough is well served by public transport. Figure 2.1 shows current public transport accessibility levels [PTALS].

Figure 2.1 Public Transport Accessibility Levels for Haringey



The Borough has 351km of roads made up of 30.3km of A roads [7.4km Transport for London Road Network and 22.9km of other Principal roads], 19km B roads, 21.4km of other classified roads and 280.3km of unclassified roads. The TLRN roads are the A1 Archway Road and A10 Tottenham High Road, both running north-south in the Borough. In addition the A105 Wood Green High Road/Green Lanes, A1080 Westbury Avenue/The Roundway (west), A1010 Tottenham High Road and A1000 Great North Road are part of the Strategic Road Network. The main road network carries significant volumes of traffic as shown in table 2.1

Table 2.1 Main road network and traffic volume

Road	Typical average annual daily flow [2008]
A103 Tottenham Lane	21,657
A109 Bounds Green Road	23,704
A109 Lordship Lane	18,016
A504 Priory Road	27,757
A1010 High Road Tottenham	18,310
A1055 Watermead Way	34,970
A1 Archway Road	26,322
A10 Bruce Grove	12,576
A504 Fortis Green	17,498
A504 Fortis Green Road	9,563
A103 Seven Sisters Road	24,741
A504 West Green Road	13,112
A10 High Road Tottenham	44,748
A105 Green Lanes	24,226
A504 Turnpike Lane	10,927
A1201 Crouch Hill	11,420
A1080 The Roundway	38,177
A103 Crouch End Hill	23,800
A105 High Road Wood Green	30,432
A10 The Roundway	13,590
A1080 Westbury Avenue	15,342
A10 Great Cambridge Road	35,135
A503 Ferry Lane	21,455
A504 Muswell Hill	24,400
A103 Tottenham Lane	11,874
A504 Hornsey High Street	10,928
A1 Aylmer Road	37,134

The strategic and local cycle networks comprise 8 LCN Plus links and 4 Greenways routes. The Greenways routes are as follows:

- Link 1 Parkland Walk south [between Highgate and Finsbury Park]
- Link 2 Parkland Walk north [between Muswell Hill and Muswell Hill Road]
- Link 3 Finsbury Park to Lee Valley
- Link 4 Highgate to Wood Green

The key transport network and links for Haringey are detailed in table 2.2 and shown by the multi modal transport map of the borough in Appendix I.

Table 2.2 Haringey's existing transport geography

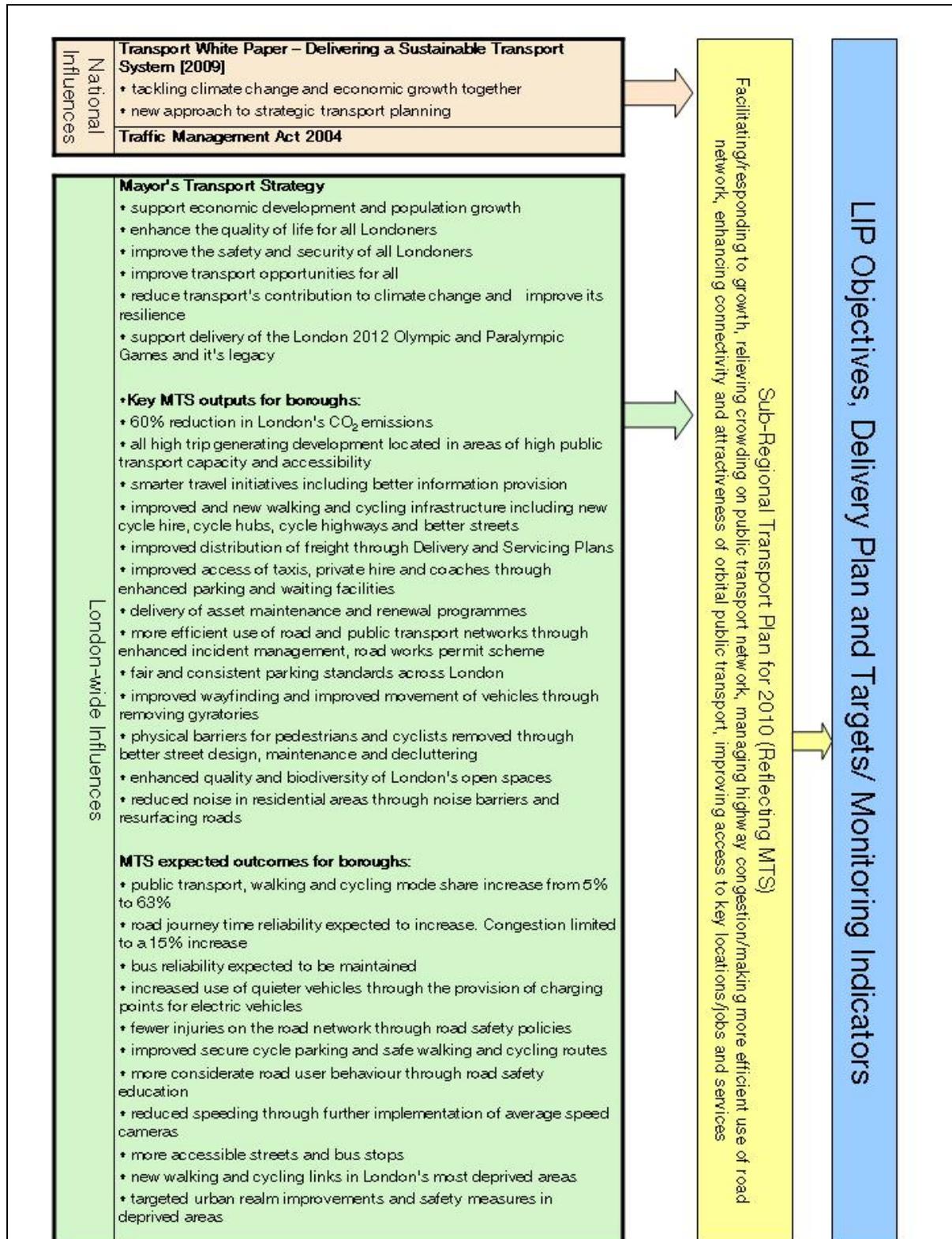
Level	Key Origin/ Destinations	Multi-modal Transport Corridors	Interchanges between networks
International	-	-	-
National	London- Stansted- Peterborough Growth Corridor – Tottenham Hale	Stansted/West Anglia corridor	-
London-wide	Opportunity Areas – Tottenham Hale Areas for Intensification – Haringey Heartlands	Rail – First Capital Connect, National Express East Anglia Road – TLRN A10, A1	-
North Sub – region	Metropolitan town centre – Wood Green Major shopping centres – Tottenham High Road, Crouch End, Green Lanes, Muswell Hill, West Green Road Key destinations – Spurs football ground, College of North East London [CONEL]	Sub-regional strategic transport corridors and services Underground – Victoria, Piccadilly, Northern lines TLRN – A503 Seven Sisters Road Major borough roads – Tottenham High Road [A1010], Wood Green High Road/Green Lanes [A105], Fortis Green/Muswell Hill/Hornsey High Street/ Turnpike Lane [A504] Park Road/ Crouch Hill/ Stroud Green Road [A1201] Bus Corridors – Wood Green High Road [12 bus routes], Green Lanes [2 bus routes], Tottenham High Road [4-10 bus routes], Stroud Green Road/Crouch Hill/Park Road/Muswell Hill [1-3 bus routes], Muswell Hill Road/Archway Road [2-3 bus routes], Seven Sisters Road [2 bus routes], Ferry Lane/West Green Road [2-4 bus routes], Muswell Hill/Priory Road/Hornsey High St/Turnpike Lane/Westbury Avenue/The Roundway [2-4 bus routes] Cycle corridors – 8 LCN plus links	Interchanges - Seven Sisters [rail/underground/A10], Tottenham Hale [rail/underground], Finsbury Park [rail/underground] Wood Green [underground/bus] Underground stations – Turnpike Lane, Bounds Green Major road junctions – Tottenham gyratory [A10 High Road/A504 Ferry Lane], Bounds Green Road/North Circular Road [A406]
Local	Local Shopping Centres – 38 throughout the borough Major employers – LB Haringey, and CONEL, Local services – 100 primary, secondary and 6 th form schools,	Local transport corridors and services Roads – 301.7km of local roads Bus routes – 37 day time routes plus 8 night bus routes Cycle routes – 7.6km of LCN plus cycle route as well as 4 Greenways pedestrian and	Local rail stations – White Hart Lane, Bruce Grove, Northumberland Park, Bowes Park, Alexandra Palace, Hornsey, Harringay, Harringay Green Lanes, South Tottenham Local underground

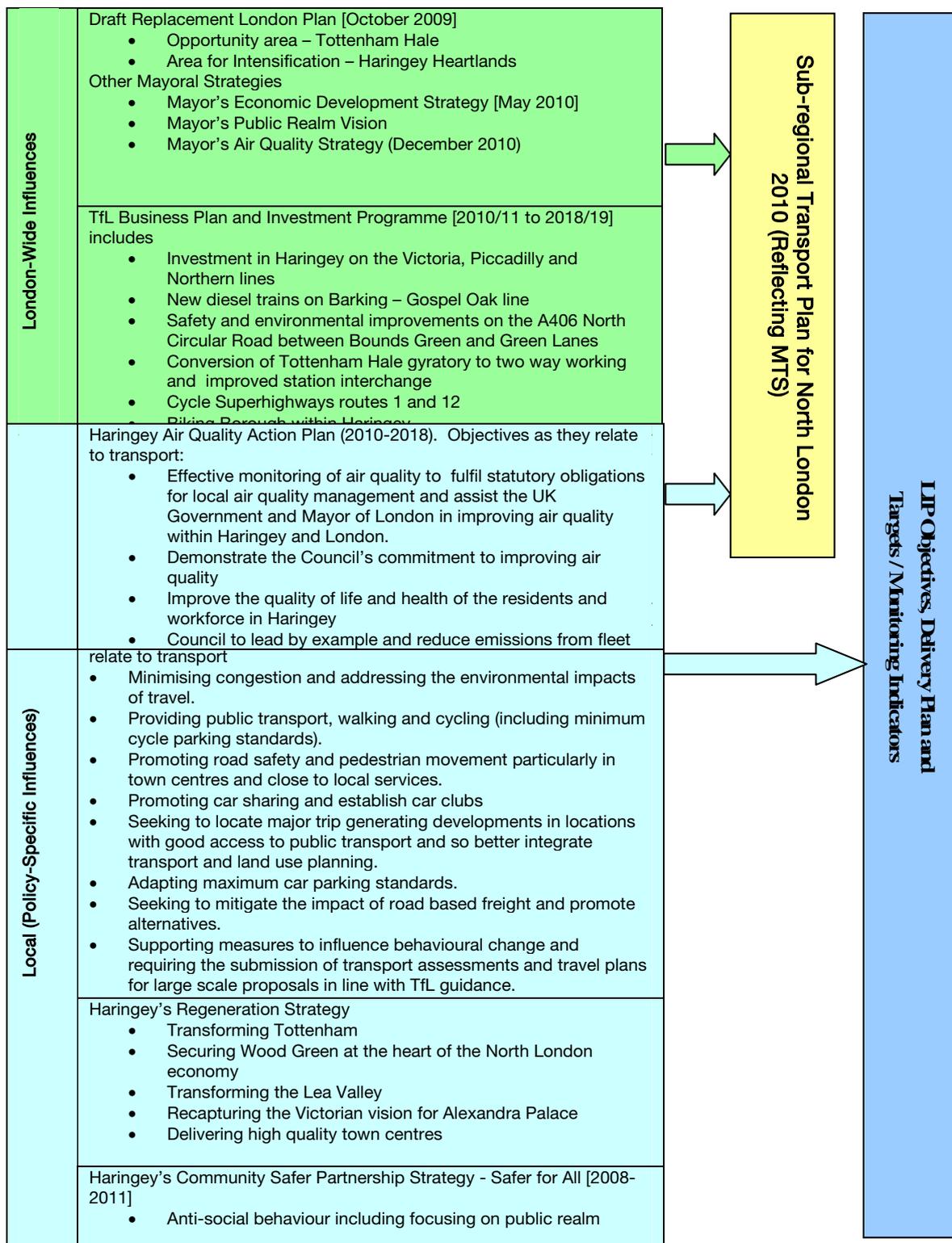
	<p>industrial areas at Garman Road, Mill Mead Road, Haringey Heartlands</p>	<p>cycle corridors Public rights of way – 25.5km of footpaths</p>	<p>stations – Highgate</p> <p>Bus stops - 427 bus stops of which 201 are fully accessible [47%]</p> <p>Key local junctions – A105 Wood Green High Road/Lordship Lane/Station Road, A105 Wood Green High Road/Turnpike Lane, A504 Muswell Hill/Park Road, A1201/A103 Crouch End Broadway, A1010 Tottenham High Road/Northumberland Park, A504 Turnpike Lane/Wightman Road, A109 Bounds Green Road/Brownlow Road, A109 Lordship Lane/Boreham Road/The Roundway, A105 Green Lanes/Seven Sisters Road</p>
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2.2.8 Policy Influences

Figure 2.2 summarises the policy influences which have informed the preparation of this LIP. Further detail is provided in Appendix C.

Figure 2.2 – Summary of Policy Influences





2.3 Haringey's Transport Challenges

2.3.1 Introduction

This section sets out the key transport issues, challenges and opportunities for Haringey over the next 20 years. These challenges have been identified and prepared within the context of the goals and challenges of the MTS and the sub regional transport plan for North London. These challenges are presented in table 2.3.

Table 2.3: MTS, North London and Haringey transport strategy goals and challenges

MTS GOALS	MTS CHALLENGES	NORTH LONDON CHALLENGES	HARINGEY CHALLENGES
1. Supporting economic development and population growth	Supporting sustainable population and employment growth	Facilitating and responding to growth, particularly in Brent Cross/ Cricklewood and the Upper Lee Valley.	Plan for the predicted increase in travel demand
	Improving transport connectivity		Improve access to key destinations
	Delivering an efficient and effective transport system for people and goods		Relieve highway congestion
2. Enhancing the quality of life of all Londoners	Improving journey experience	Relieving crowding on the public transport network	Relieve crowding on the public transport network
	Enhancing the built and natural environment		Improve journey experience by providing cleaner, safer, de-cluttered streets
	Improving air quality		Improving air quality through reduced car use
	Improving noise impacts		Reduce noise disturbance from transport
	Improving health impacts		Enhance the built and natural environment through the provision of well designed public spaces and sensitively designed transport infrastructure
3. Improving the safety and security of all Londoners	Reducing crime, fear of crime and anti-social behaviour	Managing highway congestion and making more efficient use of the road network	To reduce crime and fear of crime when travelling in Haringey
	Improving road safety		To continue to reduce all types of road traffic accidents and road safety
	Improving public transport safety		
4. Improving transport opportunities for all Londoners	Improving accessibility	Enhancing connectivity and the attractiveness of orbital public transport	To reduce disadvantage by making sure essential services are accessible for all
	Supporting regeneration and		

	tackling deprivation		
5. Reducing transport's contribution to climate change and improving resilience	Reducing CO ₂ emissions	Improving access to key locations and to jobs and services. Improving walking and cycling infrastructure and promoting sustainable travel behaviours across a diverse population.	To reduce CO ₂ emissions from transport in the borough by 60% by 2025 by reducing car use and encouraging low carbon transport alternatives
	Adapting to climate change		

Haringey's LIP is required to identify how the five MTS objectives will be achieved at the borough level, by identifying which of the MTS challenges are most important locally within Haringey.

Haringey's local transport challenges and opportunities are identified within the context of each of the five MTS objectives, as follows in section 2.3.2.

In the text box below, each of Haringey's challenges is identified with a link to the relevant LIP objectives and a summary of the delivery plan measures required to address the challenge.

Haringey's transport challenges have been prioritised through consultation with residents, interest groups and organisations. This consultation feedback is detailed in section 2.3.7.

2.3.2 MTS goal: Supporting economic development and population growth

2.3.2.1 Population growth

Haringey's population is projected to rise, in common with the rest of north London, by 14.8% to 264,000 residents by 2026. With households getting smaller and people living longer, this growth will bring with it pressures for new housing, associated infrastructure and an increase in travel demand on already congested sections of the borough transport network.

To accommodate the borough's increasing population and housing demand, Haringey has a London Plan target to provide 6,800 new homes between 2011 - 2026 (which equates to 680 units per annum).

2.3.2.2 Haringey's regeneration and growth areas

Employment is forecast to increase by 20% in Haringey, with the creation of an additional 16,000 jobs by 2031. This growth presents a key accessibility challenge in which Haringey's transport network has a key role to facilitate.

Haringey's employment growth will be concentrated in a number of key areas, including the Wood Green area, and the Upper Lee Valley, including Tottenham Hale.

Haringey's Core Strategy has identified these areas as having the potential for significant increases in jobs and homes, which will require the provision of key infrastructure including access to the public transport network and mixed use developments with community facilities such as health, education and services, to reduce the need for travel.

The continued development of Wood Green Town Centre will create sustained growth in public transport demand. The town centre is already heavily stressed in terms of pedestrian and traffic volumes; and the impact of Heartlands development with approximately 1000 extra dwellings will significantly increase travel demand on local and central London public transport connections.

The Upper Lee Valley, including Tottenham Hale, is forecast to accommodate 15,000 new jobs and up to 9,000 new homes to 2031. While the area would benefit from the upgrade and capacity increases to the West Anglia mainline rail services to Stansted and Cambridge, the unfunded proposals within the MTS, such as four-tracking on the Lee Valley line providing much needed additional capacity for local services, are also essential.

Regeneration of the wider Northumberland Park area (including the proposed redevelopment of Tottenham Hotspur Football Club) and the Tottenham High Road to Seven Sisters Corridors will also provide a substantial number of jobs, new homes and community facilities. Good public transport accessibility will be crucial in meeting this growth in travel demand, especially during peak demand on match days, and in connecting these regeneration areas to local and strategic employment hubs to ensure they retain economic sustainability in the long term.

Haringey challenge: Plan for the predicted increase in travel demand as population and employment grows:

TfL Business Plan identifies investment on the Victoria, Piccadilly and Northern lines generating between 19% and 25% increase in capacity by 2015. The travel demand created by the growth in population and employment in Haringey over the next 20 years will need to be balanced by increasing public transport capacity, alleviating current peaks in demand and reducing the need to travel. The majority of the borough's population and employment growth potential lies close or adjacent to existing rail and underground infrastructure which is already running at or over capacity. Therefore additional travel demand can only be accommodated by a combination of improvements to the existing network, new infrastructure, measures to reduce the need for travel, and smarter travel measures to encourage behaviour change.

Planned public transport capacity increases detailed in the MTS would not relieve congestion in the longer term. This is likely to lead to highway congestion, public transport crowding and journey unreliability and remaining a significant challenge requiring a combination of infrastructure, behaviour change and smarter travel measures to increase walking and cycling modal share and reduce the demand and the need to travel.

Link to LIP Objectives:

- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.

Link to delivery plan proposals:

1. Support and continue to lobby TfL in delivering increased public transport capacity, including committed infrastructure improvements on the Underground and Overground network and the West Anglia and Great Northern services through the borough and North London sub region.
2. Work with TfL to enhance public transport connectivity and reliability to key growth and employment centres in the borough.
3. Seek to alleviate public transport crowding and potential highway congestion through implementing integrated transport measures, include infrastructure, behaviour change and smarter travel measures to increase walking and cycling modal share and reduce the demand and the need to travel.

2.3.2.3 Improving transport connectivity

Connected, fast and reliable transport links are vital for sustaining the economic regeneration of Haringey and the wider north London economy.

Haringey has good radial transport networks for road, rail, bus and underground into central London. For orbital journeys, the London Overground rail network serves the southern boundary of the borough. However, for the majority of the borough, orbital public transport connectivity is relatively poor for travel between town centres, transport interchanges, regeneration and employment areas. Orbital bus services can be particularly slow and frequently affected by traffic congestion. Enhancing public transport connectivity east to west and north-east to south-west across the borough, including the Upper Lee Valley remains a key challenge.

Haringey challenge: Improve access to key destinations including town centres and employment and regeneration areas

A key challenge for Haringey is to improve sustainable transport access to key destinations including the borough's congested town centres, employment and regeneration areas, particularly taking into account the forecast employment growth in the opportunity areas at the Upper Lee Valley, as well as employment areas outside the sub-region including Stansted and Stratford.

Enhancing public transport connectivity, particularly for the orbital bus route network is required to improve accessibility to new employment opportunities from the Borough's town centres and the main public transport interchanges. Improving physical access to the public transport network is also required to improve current transport connectivity.

Link to LIP Objectives:

- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.

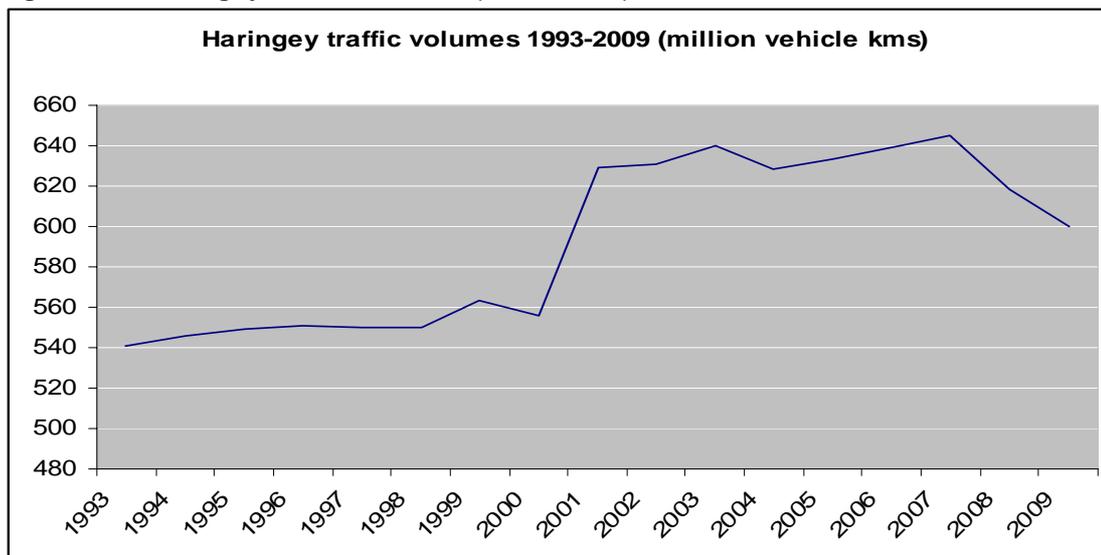
Link to LIP delivery plan proposals:

1. Support and lobby TfL to enhance public transport connectivity, particularly for the orbital bus route network across the borough, which is essential to improve accessibility to new employment opportunities from the Borough's town centres and the main public transport interchanges.
2. Bus priority measures will be identified and funded through the integrated transport programme.
3. The Wood Green town centre major scheme submission would deliver pedestrian, mobility impaired and cycling accessibility improvements to the town centre and the public transport network.

2.3.2.4 Highway congestion

Figure 2.3 shows traffic volumes in Haringey have fluctuated over the last decade, following a steep rise between 2000 and 2001 and further sustained increases recorded between 2004 and 2007. This has since been followed by a sustained reduction during 2008 and 2009 which equates to a 7% reduction in traffic volumes from the peak of 2007 and an overall traffic reduction of 4.6% since 2001. The broadly stable volume of traffic over a ten year period and the recent decline is to be welcomed. However, congestion is an inefficient use of road space.

Figure 2.3: Haringey traffic volumes (1993-2009)



Traffic congestion has a detrimental effect on quality of life for many Haringey residents, contributing to health concerns through poor air quality and stress through delays. The 2009/10 'residents survey' confirmed traffic congestion is the 2nd most common concern for Haringey residents. Congested streets have a significant negative effect on the local environment, the quality of life and travel behaviour for many residents.

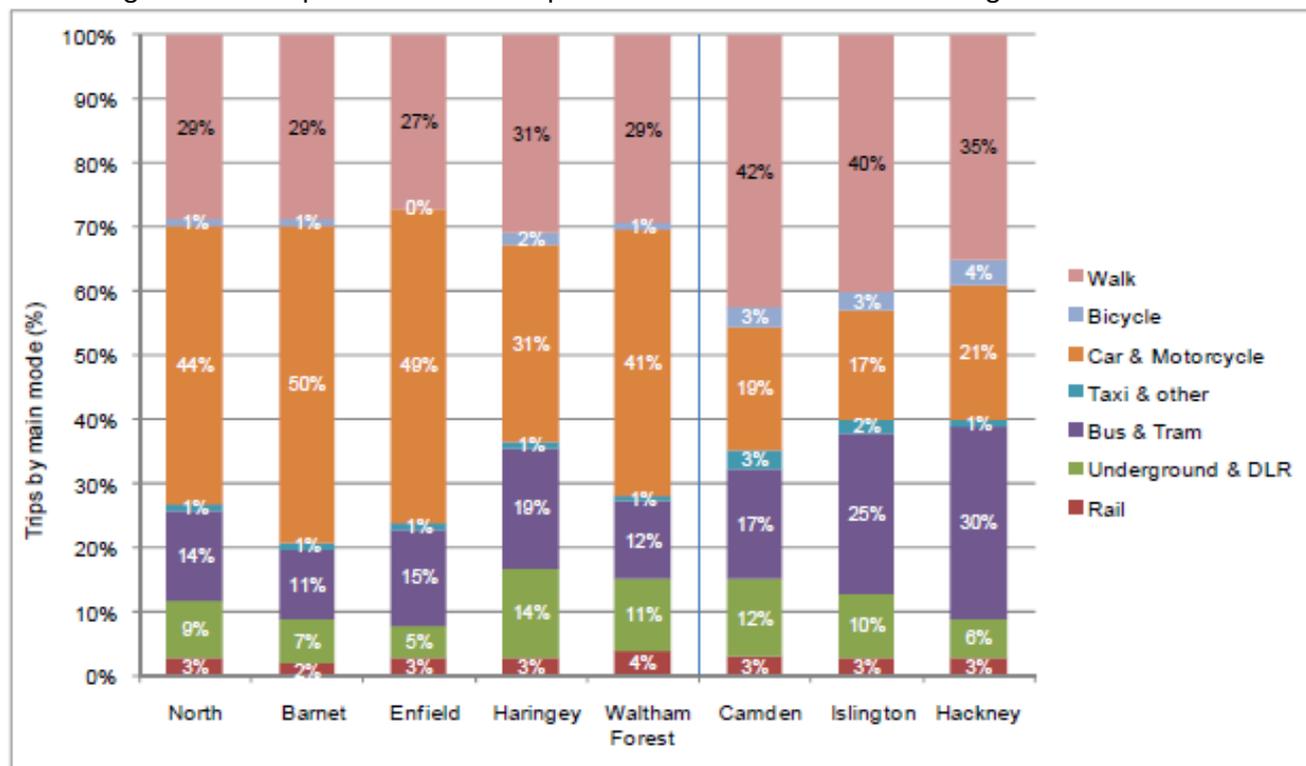
Highway congestion hotspots include town centres, particularly Wood Green High Road through to Green Lanes and Seven Sisters through Tottenham High Road to Edmonton. Other congested hotspots include Seven Sisters Road, the Tottenham Hale Gyratory, the A10 (Great Cambridge Road), the A406 North Circular Road, and key routes to access both the A10 and the A406.

High traffic volumes and congestion can influence travel behaviour through slower bus journey times and increased road safety concerns for cyclists and pedestrians. Busy main roads lead to rat running and speeding through residential side streets, resulting in several residential roads carrying high volumes of through traffic for which they are not designed to accommodate.

2.3.2.5 Modal share

Figure 2.4 displays Haringey mode share in which 36 per cent of trips are made by public transport and only 31 per cent by car or motorcycle. 17 per cent of trips are by rail or underground and approximately one in five trips are made by bus. Haringey’s high bus mode share contributes to the north sub-region having the highest bus mode share of the outer London sub-regions. The transport modal split for Haringey resident’s journeys contrasts with the 50% and 49% of trips made by car in Barnet and Enfield respectively.

Figure 2.4 Comparison of modal split between North London boroughs

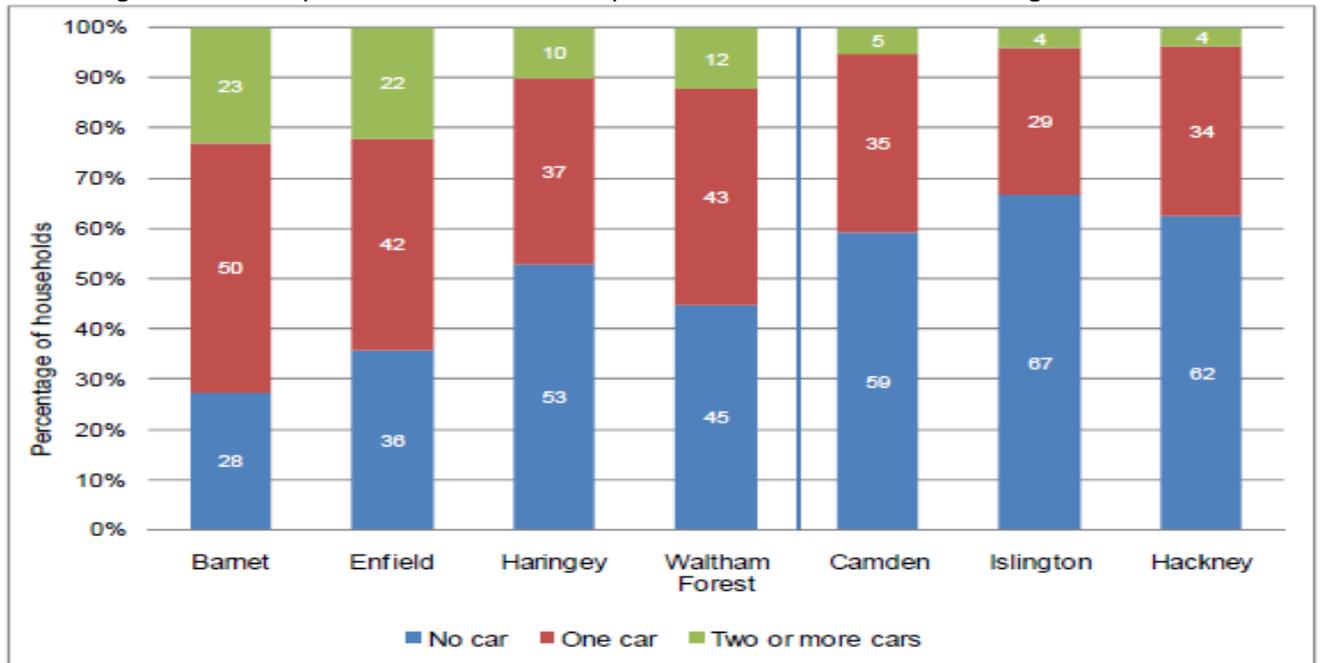


Source: London Travel Demand Survey, 2006-09

Figure 2.5, shows that neighbouring Barnet has the highest proportion of car owning households, with 73% owning at least one car. This contrasts with Haringey where nearly half of households do not own a car. However, despite Haringey’s lower car ownership and usage levels, resident’s quality of life is significantly affected by the detrimental effects of through traffic. This is reflected by the results of the Place Survey 2009 in which Haringey residents identified traffic congestion as an issue which needs improving.

In terms of future car ownership trends, the north London sub-region is forecast to have an additional 61,000 cars by 2031, which is the highest growth of all the sub-regions except east London. Managing for this growth in car ownership and associated increases in parking demand is a significant transport challenge for north London.

Figure 2.5: Comparison of car ownership between North London boroughs



Source: London Travel Demand Survey, 2006-09

Of particular concern is the forecast growth of car ownership in Barnet, linked to their population growth, which combined with Barnet's current high levels of car ownership and car mode share, could result in an extra 40,000 cars and 137,000 extra trips by car per day, by new Barnet residents alone. This could result in an increase in through traffic and parking demand on already congested roads in both Haringey and the rest of the sub region.

Figure 2.6 Showing individuals desire to drive throughout the borough

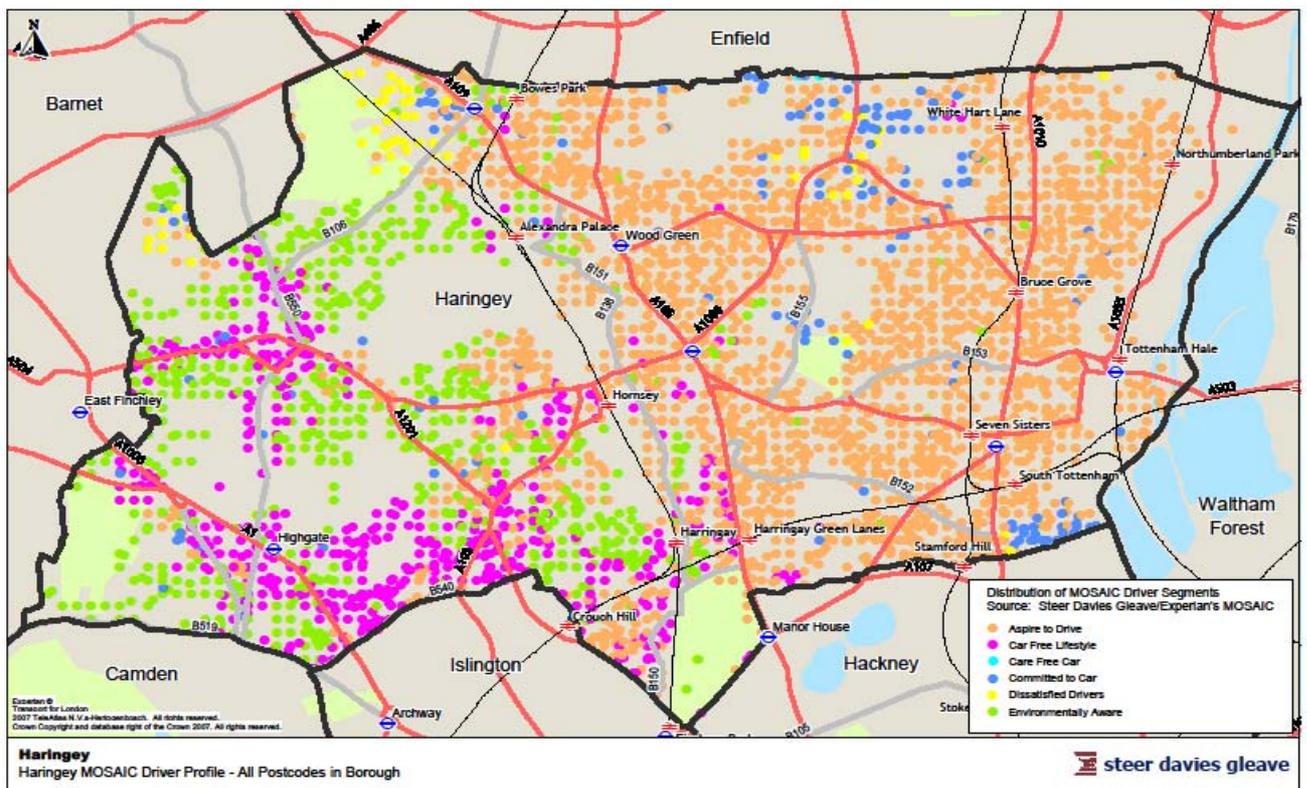


Figure 2.6 summaries data of Haringey's residents preferred travel behaviour to examine the likely potential for people to switch to sustainable travel modes. Six groups have been identified. These include car free lifestyle (purple), environmentally aware (green) and dissatisfied drivers (yellow) who are generally thought to be the most likely groups to use sustainable transport. Haringey is divided in two, with the more affluent population in the west of the borough being dominated by these groups whilst the east of the borough is dominated by groups of residents who aspire to drive (orange), committed drivers (dark blue) and care free drivers (light blue). This data suggests that improving accessibility to local services and amenities and smarter travel measures which provide access to affordable and convenient alternative modes of transport to private car ownership are required to serve residents travel requirements and manage growth in car ownership, particularly in the eastern side of the borough. The geographical split between the higher proportion of residents in the west of the borough being more likely to consider a sustainable travel alternative to car usage could also be associated with the increased affluence of residents in the west of the borough, giving them the opportunity to choose a lifestyle preference.

Haringey Challenge: Relieve highway congestion.

Managing growth in car ownership and relieving highways congestion in Haringey will be a significant challenge which needs to be addressed through the provision of efficient and convenient alternatives to private car use. This will include access to car clubs, improvements to accessibility, reliability and connectivity of the public transport network, measures to facilitate modal shift to walking and cycling, travel demand measures including travel planning and traffic restraint measures including controlled parking zones and 20 mph zones.

Haringey's 'Sustainable modes of travel to school' strategy identifies where additional work needs to be targeted at six specific schools (4 Independent and 2 Church Schools) where car usage is still over 50%. Surveys of pupils preferred mode of travel highlight that many more want to cycle than currently do. This unmet demand to cycle to school will be one of the focuses for future work for the Council's travel to school and biking borough projects.

The surveys also show that almost 19% of secondary school children would prefer to travel by car. This is double the number of secondary school children who currently travel use this mode, this figure therefore indicates a worrying trend. This statistic represents a significant change from the attitudes expressed at primary school level and it is clear that a focus of the work to promote sustainable modes of travel will need to be on secondary students to ensure the high levels of sustainable modes of travel for younger pupils are not lost in the transition to Key Stage 3 and 4 when young people are beginning to travel independently, and further, and approaching the legal age to drive.

Link to LIP Objectives:

- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.
- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Reduce Haringey's CO₂ emissions from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025.
- Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.
- Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network.

Links to LIP delivery plan proposals:

- The majority of schemes and initiatives funded through the corridor, neighbourhoods and supporting measures programme are designed to reduce traffic congestion by encouraging sustainable travel alternatives to private car use.
- Influencing travel behaviour change through smarter travel planning measures to increase walking and cycling modal share and reduce the need to travel, including workplace and school travel planning.
- The Biking Borough proposals and cycle network infrastructure improvements to encourage an increase in cycling.
- Encourage sustainable car usage through the expansion of the car club scheme and provision of electric vehicle charging infrastructure.
- Improved accessibility of town centres by sustainable modes of travel.
- Support TfL with increasing public transport capacity and connectivity

2.3.2.6 Crowding on the public transport network:

North London already experiences significant crowding in the morning peak on National Rail and London Underground lines. On the Underground, the most substantial crowding occurs on the Victoria and Piccadilly lines from Finsbury Park into central London and on the Northern line into and south of Camden. By 2031 severe overcrowding will occur on sections of the Piccadilly line south of Wood Green despite investment in capacity and on the Victoria line south of Finsbury Park. Similarly the Northern line will continue to have worsening crowding, especially south of Archway.

On rail services, severe crowding is experienced on the Great Northern routes into Finsbury Park and central London and the West Anglia mainline into Tottenham Hale. There is a lower level of crowding on the Gospel Oak to Barking line although there is recent evidence of much greater use of the line through the introduction of Oyster cards.

There is crowding and congestion at the sub-regionally important interchanges of Finsbury Park, Tottenham Hale, and the key borough interchanges of Seven Sisters/South Tottenham and Wood Green. The busiest bus corridors in north London are the A10 corridor, particularly from Liverpool Street to Edmonton, and a wider range across inner London.

In the short/medium term capacity enhancements between Alexandra Palace and Finsbury Park will alleviate crowding and increase service reliability on this section.

The committed interventions in north London will result in some improvements in crowding in 2031, such as the Thameslink line and services from Welwyn Garden City. However, generally the additional demand resulting from the forecast growth will lead to severe crowding in 2031, particularly on the Finsbury Park to central London corridor, on both branches of the Northern line and on the Jubilee line south of Finchley Road.

Over the period 2005 to 2009 bus journey times have increased on route 29. The route serves Wood Green town centre and Green Lanes. Other routes such as 123, 144, 149 and 43 are broadly on track to maintain bus journey speeds over the same time periods. For high frequency bus routes improvements to reliability have been achieved since 2000 although performance has levelled off in recent years.

Haringey challenge: Relieve crowding on the public transport network:

In addition to the planned increases in public transport capacity a key approach to relieving crowding on the network is to alleviate current peaks in travel demand and to reduce the necessity to travel by public transport by encouraging walking and cycling

Link to LIP Objectives:

- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.

Links to LIP delivery plan proposals:

- Smarter travel measures will encourage a switch from public transport to walking for shorter journeys, and as a link between public transport networks.
- Influencing travel behaviour change through smarter travel planning measures to increase walking and cycling modal share and reduce the need to travel, including personalised, work place and school travel planning.
- The biking borough proposals and cycle network infrastructure improvements to encourage an increase in cycling including implementation of the Cycle superhighways, Greenways cycling and pedestrian routes. These schemes will encourage some to shift to cycling from crowded bus, rail and underground lines.
- Cycle training and education, training and publicity initiatives.

2.3.3 MTS goal: Enhance the quality of life for all Londoners

2.3.3.1 Improving journey experience:

While a connected transport network is essential for sustained economic development and for providing access to services, employment and amenities, the quality of the journey experience is also a key consideration in influencing travel behaviour and modal choice.

Poor journey experience can influence the choice of transport mode used to travel. In terms of public transport, overcrowding, congestion delays, cleanliness and poorly maintained highways, lighting and footways access can lead to uncomfortable and hazardous journey experiences. The deterioration in the condition of the borough's highways during the freezing winter weather of 2009/10 and the winter of 2010/11 emphasised the importance of delivering an efficient highways maintenance regime, for road traffic, cyclists and pedestrians.

Haringey challenge: Improve journey experience by providing cleaner, safer de-cluttered streets

Cycling and walking trips are also affected by litter and fly tipping, street clutter, poorly maintained highways and footways, and poor signage. The Council will strive to maintain high quality road maintenance and street cleansing operations, especially on designated cycle lanes.

Link to LIP Objectives:

- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Reduce Haringey's deprivation and health inequalities by improving access for **all** to essential services, including health, education, employment, social and leisure facilities across the borough.
- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.

Links to LIP delivery plan proposals:

- The Wood Green town centre major scheme submission will improve journey experience by delivering urban realm, pedestrian, mobility impaired and cycling accessibility improvements to the town centre and the public transport network.
- The DIY streets programme will deliver accessibility improvements of the street environment.
- The Biking Borough proposals and cycle network infrastructure improvements to encourage an increase in cycling including implementation of the Cycle superhighways, Greenways cycling and pedestrian routes. These schemes will encourage some to shift to cycling from crowded bus, rail and underground lines.

2.3.3.2 Improving air quality

Air quality is critical for health and well being with many vulnerable people, including children, older people and those with existing heart and lung conditions are restricted in the activities they can undertake due to poor air quality.

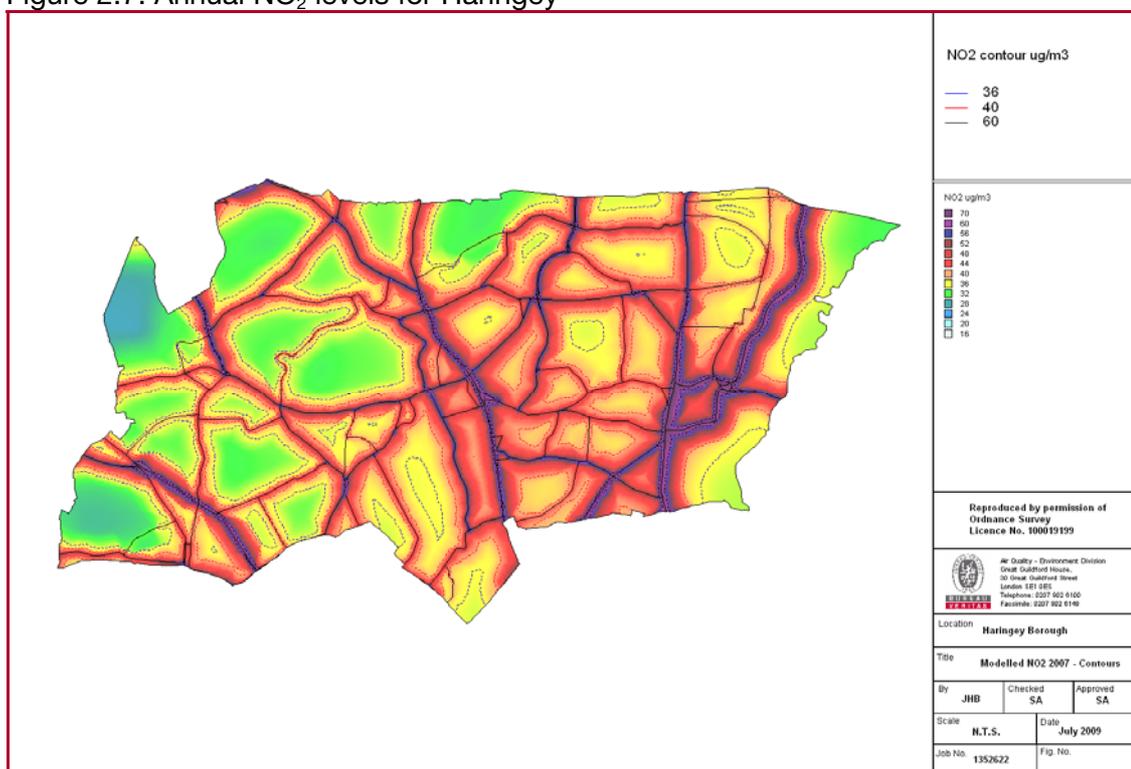
Since 1997 Haringey Council has been carrying out air quality monitoring in the borough for nitrogen dioxide (NO₂), ozone (O₃), PM10 particulate (mainly from petro-diesel engines), carbon monoxide (CO), and sulphur dioxide (SO₂), for the London Air Quality Network. Results show that all pollutant levels were decreasing with the exception of NO₂, O₃ and PM10.

Figure 2.7 displays the annual average NO₂ levels for Haringey. The highest concentrations of NO₂, shown by the purple and red colours, occur adjacent to the main road corridors and junctions, of which sections are part of the TfL TLRN network.

Haringey is covered by an Air Quality Action Plan with the aim of reducing NOx and PM10 emissions, primarily through measures to reduce traffic flow and vehicle emissions and to promote, improve and encourage the use of more sustainable forms of transport.

The Air Quality Action Plan has identified 14 locations in Haringey where 'hotspots' were recorded for NO₂ levels and PM10 above the recommended national air quality health limits. For each hotspot identified, emissions from road transport are the contributing emission source.

Figure 2.7: Annual NO₂ levels for Haringey



The Mayor's Air Quality Strategy sets out how London's air quality will be improved to meet EU limit values for concentrations of PM10 and NO₂. In regard to transport, the Strategy focuses on measures to encourage behaviour change, such as the uptake of electric vehicles and eco-driving training, modal shift to increase walking and cycling, the use of cleaner fleet vehicles and the low emission zone.

Haringey challenge: Improving air quality through reduced car use.

Haringey Council will continue to introduce initiatives that reduce air pollutant emissions from road transport by promoting smarter travel choices, raising awareness and encouraging sustainable travel behaviour. These include promoting walking and cycling for short journeys, and increased use of public transport. More sustainable car use will be encouraged through car clubs, car sharing, and the use of fuel efficient vehicles, such as electric vehicles, and smarter driving techniques.

Link to LIP Objectives:

- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.

Links to LIP delivery plan proposals:

- Air quality improvements to be achieved through the delivery of smarter travel measures to encourage sustainable travel alternatives to private car use.
- Influencing travel behaviour change through smarter travel planning measures to increase walking and cycling modal share and reduce the need to travel, including personalised, work place and school travel planning.
- The Biking Borough proposals and cycle network infrastructure improvements to encourage an increase in cycling including implementation of the Cycle superhighways, Greenways cycling, pedestrian routes, cycle training
- Support delivery of Haringey's Air Quality Action Plan
- Street tree planting programme

2.3.3.3 Reducing noise disturbance from transport

Traffic noise can affect residents quality of life, visitors quality of experience and can be detrimental to health. Haringey's road network experiences high volumes of traffic, with ambient noise volumes highest at congested junctions and from speeding traffic running through residential side streets.

Haringey challenge: Reduce noise disturbance from transport

Traffic related noise is a concern for Haringey residents. Particularly from speeding through traffic and heavy goods vehicles. The Council will consider introducing measures which reduce or mitigate the impact of traffic noise, such as the introduction of 20 mph zones to reduce speeding traffic, and investigation of speed control alternatives to road humps to promote smoother and quieter driving speeds, through the DIY streets programme. The Council also uses quieter road surfacing materials for its road maintenance programme.

The Council supports the London Lorry Control, operated by London Councils, which restricts the movement of any heavy goods vehicles over 18 tonnes maximum gross weight at night and weekends within residential roads across London. This control helps to minimise noise pollution in residential areas during unsocial hours through restricted use of these roads.

Link to LIP Objectives:

- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.

Links to LIP delivery plan proposals

- Delivery of the DIY Streets programme.
- Principal Road maintenance programme
- Continue support of London Lorry Control Scheme to restrict HGV movement in residential roads.
- Support and assist in development of North London Sub regional Plan proposals for the expansion of local Freight Quality Partnerships [FQPs].

2.3.3.4

Improve health impacts

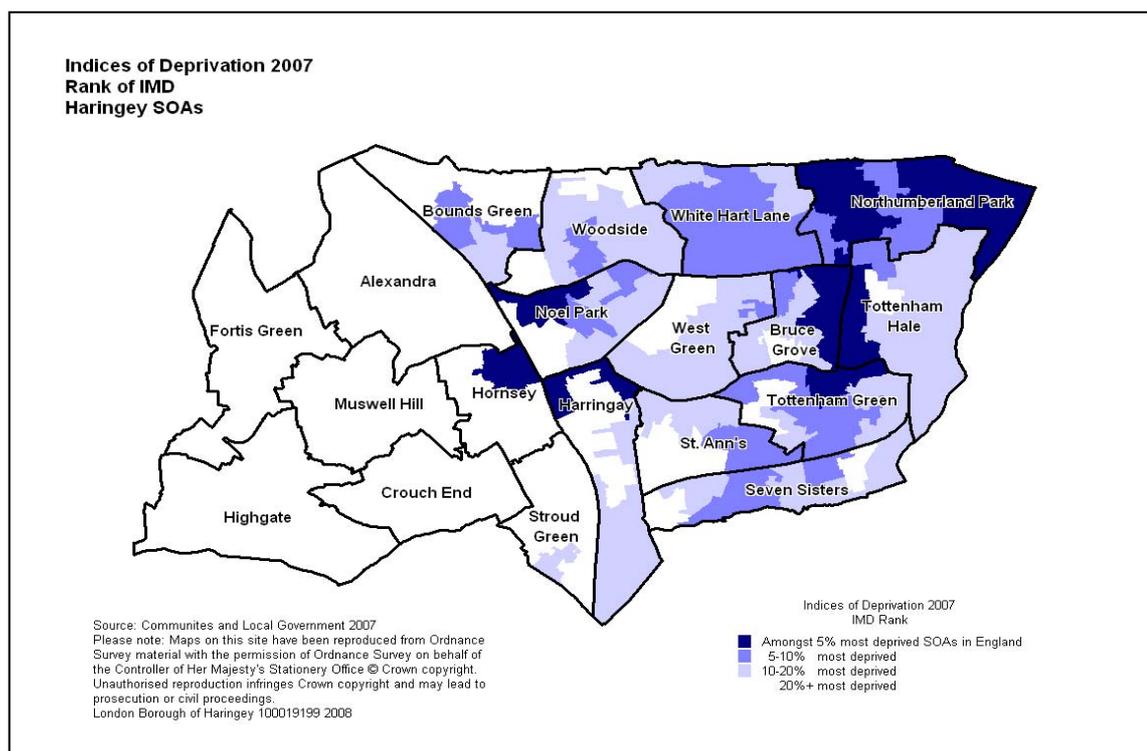
Encouraging increased physical activity through walking and cycling can deliver a number of health benefits by improving fitness, reducing risk of cardiovascular disease, helping to reduce obesity and contributing to improved vitality, mental health and general sense of well-being.

Increased physical activity through walking and cycling can benefit an estimated 77% of adults and 6,000 boys and 8,000 girls aged 2-15 who are classified as insufficiently active. Obesity is a major risk factor for health in Haringey which can lead to complications such as heart disease, diabetes, joint problems and emotional problems. With 17.9% of adults and 17.3% of children classified as obese and a further 13.2% of children classified as overweight, a key challenge for Haringey is to improve health by supporting and promoting the uptake of walking and cycling.

There are significant health inequalities within the borough, which are caused by a number of complex factors. However, it is clear that the majority of influences on health are avoidable, resulting from differences such as lifestyle, life experiences (general socio-economic, cultural and environmental conditions) and access to services.

There is a strong link between health inequalities and deprivation. Haringey is ranked as the fifth most deprived borough in London and is both economically and socially polarised, with the vast majority of deprivation concentrated towards the east of the borough (see figure 2.8).

Figure 2.8: Index of deprivation for Haringey



Differences between the west and east are reflected in the boroughs life expectancy figures. There is a difference of 6.5 years between the male mortality rates in the most deprived wards to the east (Tottenham Green – 71.3 years) compared with the most affluent wards in the west (Fortis Green 78.2 years).

Haringey challenge: Promote healthier lifestyles by encouraging walking and cycling.

Haringey Council will continue to facilitate the uptake of walking and cycling to encourage more active lifestyles. Exercise in the form of walking and cycling will be encouraged through travel planning initiatives for schools and work places and through improving accessibility to health services and recreational facilities such as sports centres and open spaces. The priority focus will be in deprived areas in the east of the borough, where health inequalities are strongly linked with deprivation. Improving walking and cycling access to health services, parks and open spaces in these locations will encourage the local population to increase physical activity.

Additional health benefits of increasing walking and cycling is a modal shift from car use, which will contribute to reduce congestion, CO₂ emissions and improved air quality.

The Council is implementing four Greenways pedestrian and cycle routes to encourage leisure trips as well as supporting the Mayor's cycle superhighways. We have programmes for cycle training and parking and working with Haringey PCT on health checks for over 40s and linked to behavioural change.

Link to LIP Objectives:

- Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.

Links to LIP delivery plan proposals

- The DIY streets programme will deliver accessibility improvements to encourage walking and cycling.
- Smarter travel schemes to influence travel behaviour change through work place and school travel planning measures to increase the modal share of walking and cycling.
- The biking borough proposals and cycle network infrastructure improvements to encourage an increase in cycling including the implementation of the Cycle Superhighways, Greenways cycling and pedestrian routes.
- 'Better streets principles' delivered through integrated transport programme, including the Wood Green town centre scheme, will improve accessibility and enhance the streetscape to encourage walking and cycling.

2.3.3.5 Enhance the built and natural environment

The development and travel demand pressures arising from population and economic growth need to be managed in order to protect and enhance the character and attractiveness of the borough's built and natural heritage. Haringey contains a diverse wealth of built heritage consisting of 29 conservation areas, over 1600 listed buildings and 383 hectares of parks, open spaces and ecologically important wildlife sites including the Lee Valley Regional Park. Improving accessibility and the public realm in these locations is an essential component for promoting sustainable regeneration and sustaining the economic vitality of Haringey's historic town centres.

In order to increase walking and cycling accessibility, the Council has recently completed the Greenway project linking green-spaces across the borough, from Lee Valley Park in the east, through to the Parkland walk, linked via Finsbury Park. Further improvements

are required to enhance walking and cycling access to green spaces in parts of eastern Haringey.

Opportunities exist to improve accessibility and permeability of public spaces for walking, cycling and from public transport, through measures to remove barriers to access such as unnecessary street clutter, uneven paving, restrictive crossing opportunities, bus stop improvements, lighting, signage, seating and landscaping.

A recent example is the walking, cycling and public transport accessibility improvements achieved through the Tottenham town centre environmental improvements. These involved extensive footway repaving to remove trip hazards, dropped kerbs at crossings, improved street lighting, removal of unnecessary street furniture such as redundant street signs and bollards, speed table entry treatments at junctions to reduce traffic speed and improve pedestrian accessibility. Bus stop accessibility and the introduction of cycle lanes and cycle stands were completed.

Car ownership restraint measures such as the introduction of controlled parking zones and planning restrictions on the conversion of front gardens to hard standings in residential conservation areas are necessary to control parking pressures and mitigate the detrimental effects of increased car ownership and preserve the character of the neighbourhood.

Haringey challenge: Enhance the built and natural environment through the provision of well designed public spaces

Wood Green High Road and the town centre is the Council's key priority for investment over the next few years in terms of providing major enhancements to public realm and sustainable transport accessibility, and to meet the increased travel demand generated by the Haringey Heartlands development.

In addition, the Council are developing proposals to enhance Wood Green town centre with improvements to pedestrian accessibility and the public realm, through a Major scheme funding submission to TfL in October 2010. Further details are contained within chapter 3.

The Council is working with Sustrans to develop a 'DIY Streets' project for a group of 5 neighbouring streets in a residential area close to Turnpike Lane tube station. This is a three year TfL LIP funded project to develop inexpensive home zone type treatments. There is potential for expanding this approach into other residential areas.

Green Lanes town centre, running adjacent to the Harringay ladders residential area, is a location where the quality of the street environment requires improvement for accessibility by foot, bicycle and public transport. Street clutter, limited crossing opportunities, pavement crowding and heavy traffic restrict accessibility and detract from the quality of the street environment.

Link to LIP Objectives:

- Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.

Links to LIP delivery plan proposals

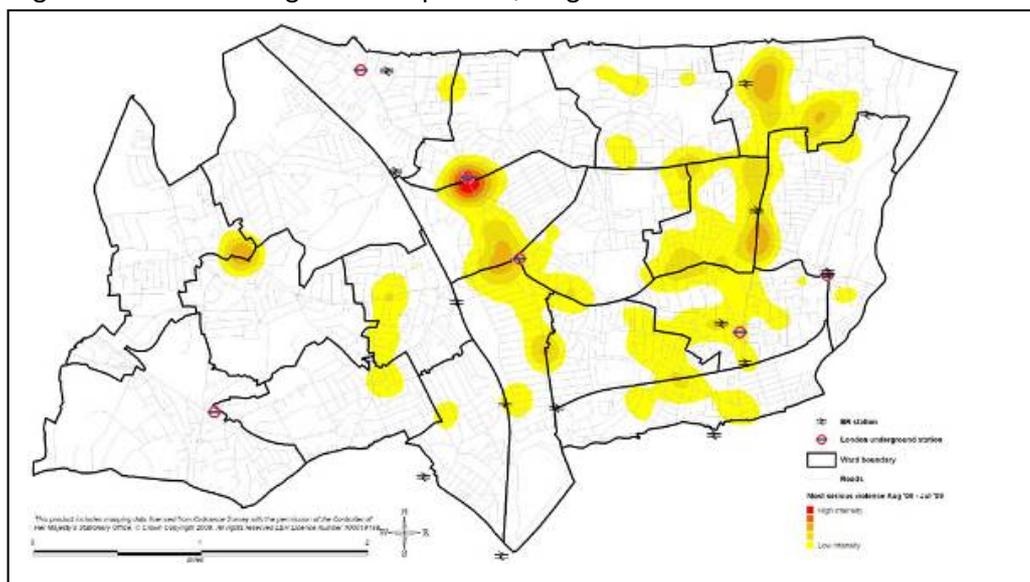
- The Wood Green town centre major scheme submission will deliver public realm improvements for the town centre.
- The DIY schemes scheme will create public realm improvements.
- Implementation of the Greenways cycling and walking routes
- 'Better streets principles' delivered through the integrated transport programme will improve accessibility and enhance the streetscape to encourage walking and cycling.

2.3.4 MTS goal: Improve the safety and security of all Londoners

Haringey's crime figures have been steadily declining in recent years however figure 2.9 below shows there are still major hotspots around Wood Green High Road between Wood Green and Turnpike Lane underground stations and along Tottenham High Road, particularly to the south of Bruce Grove station. There are also minor hotspots over Green Lanes, Seven Sisters junction with the High Road, and Muswell Hill Broadway.

Concerns regarding crime, anti-social behaviour and fear of crime are major concerns in the borough and this was reflected in the 2009 'Place Survey' responses from Haringey residents.

Figure 2.9 Violence against the person, Aug 08 – Jul 09



Crime and the perceived fear of crime influence travel behaviour decisions, especially when travelling at night. Fear of being a victim of crime, such as muggings, assault and anti social behaviour deters some sectors of the community from using public transport, walking or cycling for their journeys, and in some cases this fear can lead to isolation for the most vulnerable, especially during the long hours of darkness during the winter months.

Rowdy school children can often deter other would be passengers from accessing public transport and bullying among school children may be an influential factor in travel choice for school and social journeys.

Haringey challenge: To reduce crime and the fear of crime when travelling in Haringey
Ensuring Haringey is safer for all is a priority of the Sustainable Community Strategy, and Haringey's local area agreement includes National Indicator targets to reduce violent, acquisitive crime and anti social behaviour.

Smarter travel initiatives will assist in informing and changing opinions on the perceived risk of crime when using public transport, walking or cycling. The Council will continue to assist TfL and the police in ensuring that people feel safer on Haringey streets and when using public transport, regardless of the time of day. The Council will continue to implement schemes and encourage developments which 'designing out the potential for crime' from the public realm.

Link to LIP Objectives:

- Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.

Links to LIP delivery plan proposals

- The Council's Highways assists maintenance street lightening programme is prioritised on the basis of conditions of units and crime data and CCTV usage is prioritised in locations to prevent crime and improve public safety.
- All corridor and neighbourhood proposals will incorporate design measures to reduce and mitigate against the risk and fear of crime and antisocial behaviour.
- The Wood Green town centre major scheme will improve the public realm and incorporate measures to reduce crime and the fear of crime and anti social behaviour.

3.3.4.1 Improving road safety

In regard to road safety reduction targets, Haringey has achieved significant reductions in the numbers of people killed or seriously injured in accidents. Total KSIs was 43% lower by end 2010, compared with the average for 1994-98, but is still falling short of the 50% target set by the Mayor for 2010.

Haringey has achieved a 31% reduction in the number of cyclist killed and seriously injured, compared with the average for 1994-98, although this is well below the target of 50% set by TfL for this period. However it should be noted that this reduction in accidents has been achieved whilst the number of cyclists in the borough has been significantly rising during the same period.

Haringey has recorded a 16% decrease in the number of motorcyclists killed and seriously injured, compared with the average for 1994-98, however this is currently well below TfL's target of a 50% reduction in injuries by 2010.

Haringey challenge: To continue to reduce all types of road traffic accidents and improve road safety.

The Council will continue our work on road safety education, training, and publicity through school/college and work place travel plans and through continuation of the cycle training and bicycle maintenance programme.

DIY streets projects, accessibility improvements for pedestrians and traffic calming measure associated with 20mph zones will contribute to increasing road safety and reduce all type of road traffic accidents.

Studies of road accident data will be used to develop road safety engineering programmes and education training and publicly. Our programme of local road safety schemes has led to reductions in accidents. The challenge for the future will be to continue this trend in a situation where about 25% of casualties occur on the main road network. Therefore it will be difficult to carryout further physical measures without impacting on traffic volumes and speed.

Link to LIP Objectives:

Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.

Links to LIP delivery plan proposals

1. Delivery of the DIY Streets programme will include measure to reduce all types of road traffic accidents and improve road safety.
2. Implementation of local safety schemes
3. Road safety training will be delivered through the School travel planning and education, training, and publicity initiatives of the smarter travel programme.
4. The cycle training programme.

2.3.5 MTS goal: Improve transport opportunities for all Londoners

2.3.5.1 Improve accessibility

In 2009/10, 47% of bus stops in Haringey were DDA (Disability Discrimination Act) compliant. Further bus stop accessibility would be part of our integrated transport programme.

Health inequalities in Haringey are apparent with the most deprived areas tending to experience the integrate transport programme poorest health. Social and economic inequalities underpin many of the health inequalities seen in Haringey which are linked to deprivation and lifestyles choices.

The NHS Haringey Strategic Plan 2009 – 2014 emphasises the importance of providing local and accessible care through neighbourhood health centres. Key findings from the Community Infrastructure Plan show that while there are adequate numbers of GPs in the borough to meet current needs, there is a deficit in the south east, and a greater capacity requirement of practices in the north east Tottenham area. Further accessibility issues will arise with future population growth, especially around Tottenham Hale and Haringey Heartlands.

In terms of current health care accessibility Lordship Lane Health Centre in Tottenham, is within a 20 minutes walk of just over 50% of households within its catchment. Improved accessibility and additional health services are required for the north east area of the borough which already experiences high levels of health inequalities.

The needs of Haringey's ageing population will be a major consideration in planning for the borough in the next 20 years to ensure essential services are within easy access for all, avoiding reliance on car usage or risking isolation. Flexible and appropriate design of housing, accessible community facilities and public realm design will be required in enabling older people to live healthier and independent lives.

Haringey challenge: To reduce disadvantage by making sure essential services, such as health, education and employment are accessible for all.

Provision of an efficient, reliable and connected public transport network will assist in reducing deprivation and health inequalities by improve access to employment opportunities, health services, recreational amenities, social networks, and education facilities. Improved orbital public transport connections will be required to provide this level of accessible, especially for residents in the east and north east areas of the borough.

The Council is implementing a programme of dropped kerbs and tactile paving targeted at key attractor pedestrian routes including hospitals, health centres, schools with special needs, town centres, access to local amenities and public transport interchanges. A safe highway network which increases the attractiveness for more vulnerable highway users (e.g. pedestrians) has considerable benefits for air quality and physical and mental health.

Only two of the Borough's rail stations are fully accessible; Northumberland Park and Harringay Green Lanes. The creation of fully accessible rail and underground stations remains a challenge with only Finsbury Park and Tottenham Hale likely to be fully accessible over the lifetime of the MTS.

Link to LIP Objectives:

- Reduce Haringey's deprivation and health inequalities by improving access for **all** to essential services, including health, education, employment, social and leisure facilities across the borough.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.

Links to LIP delivery plan proposals

- Support and lobby TfL to enhance public transport connectivity, particularly for the orbital bus route network across the borough, which is essential to improve accessibility to new employment opportunities from the Borough's town centres and the main public transport interchanges.
- The DIY streets programme will deliver accessibility improvements of the street environment.
- Influencing travel behaviour change through smarter travel planning measures to increase walking and cycling modal share and reduce the need to travel.
- 'Better streets principles' delivered through the integrated transport programme will improve accessibility and enhance the streetscape to encourage walking and cycling.

2.3.6

MTS goal: Reduce transport's contribution to climate change and improve its resilience

It is recognised that the threat of climate change could adversely affect all our lives and those of future generations. Tackling climate change through improving and promoting sustainable transport usage is identified as a key outcome requirement from Haringey's Sustainable Community Strategy 2007-2016.

Haringey Council committed itself to reducing the boroughs CO₂ emissions by signing the Nottingham Declaration in December 2006, adopting a Greenest Borough Strategy in July 2008 and then in October 2009, becoming the first major local authority to sign a pledge to cut Haringey Council's operational CO₂ emissions by 40% by 2015 and the whole borough's carbon emissions by 40 % by 2020. Achieving these targets will represent significant progress in meeting the MTS target of reducing CO₂ emissions from transport 60% by 2025.

2008 statistics show Haringey's CO₂ emissions from road transport accounted for 158,000 tonnes or 16% of total CO₂ emissions for the borough per year. This figure represents a 20% reduction on the 2005 figure of 197,000 tonnes, which equated to 19.5% of the total emissions in 2005.

Climate change may have a significant impact on Haringey's and North London's transport infrastructure, for example roads and buildings may have to withstand extreme weather events. These must be planned for and the Council will evaluate progress and future target setting.

Haringey challenge: To reduce CO₂ emissions from transport in the borough by 60% by 2025 by reducing car use and encouraging low carbon transport alternatives

As noted above, road transport contributes about 16% of the total CO₂ emissions. Therefore even a major reduction in CO₂ from road transport may not have a significant impact on overall CO₂ emissions. Nevertheless, the Council has adopted a Carbon Management Plan to identify a number of transport measures to meet the CO₂ reduction targets, including:

Link to LIP Objectives:

- Reduce Haringey's CO₂ emissions from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025
- Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.
- Minimise the effects of unpredictable events arising from climate change on the transport network.

Links to LIP delivery plan proposals

- **Haringey Low Carbon zone:** This is a community led initiative to test different measures to reduce carbon emissions including promoting sustainable lifestyles and choices to residents and businesses. The short-term aim of the Low Carbon Zones project is to achieve a 20.12% reduction in carbon emissions within the Muswell Hill zone by 2012. This project will help towards the Mayor of London's target of a 60% cut in carbon.
- **Promoting Electric vehicle expansion:** Commitment to promoting the uptake of electric vehicles through implementing of charging infrastructure in off street public car parks and on street locations in or near town centres, transport hubs and employment areas.
- **Car clubs :** Further expansion proposals are detailed in the delivery section.

2.3.7 Prioritising Haringey's transport challenges – Consultation.

Local transport challenges were identified by an officer led steering group including representatives from economic development and regeneration, planning, sustainable transport, health, education, recreation and leisure, crime reduction and safety, environmental resources, and the Better Haringey team.

Prior to a statutory consultation with partners, which will be carried out in the second phase of consultation on Haringey's LIP2, Haringey residents and local interest organisations were asked to feedback on the proposed 'challenges' to be addressed in the LIP2. The aim was to:

- To validate objectives set and identify gaps
- To gather identify the challenges that respondents thought were most important
- To meet statutory requirements for consultation on the LIP2

2.3.7.1 Methodology

Feedback was sought between 6 May 2010 and 23 July 2010 via the following methods: 1,500 surveys were mailed to Core Strategy consultees (200 by email, 1,300 postal). Respondents were asked to say how important each of the challenges were. An online survey was set up and publicised on the Haringey website, in local newspapers and the Haringey People, the council's monthly magazine to all residents. Attendees at a range of summer events, including the Haringey Green Fair and Tottenham Carnival, were asked to take part in a consultation activity, where they identify up to 5 challenges most important to them by placing stickers on a chart. Sustainable Transport officers attended the 1st quarter round of area assemblies, to publicise the consultation and gather feedback from attendees.

2.3.7.2 Response received

529 residents participated in the consultation:
131 completed the survey, either online or by post.
A further 398 took part in the consultation activity at a range of summer events.

In addition:

One resident wrote in to a local newspaper requesting an improvement to local train services

The English Heritage submitted a response by letter recommending, amongst other things, that the LIP2 encourages a switch to less damaging forms of transport and promotes planning policies that help to reduce the need to travel.

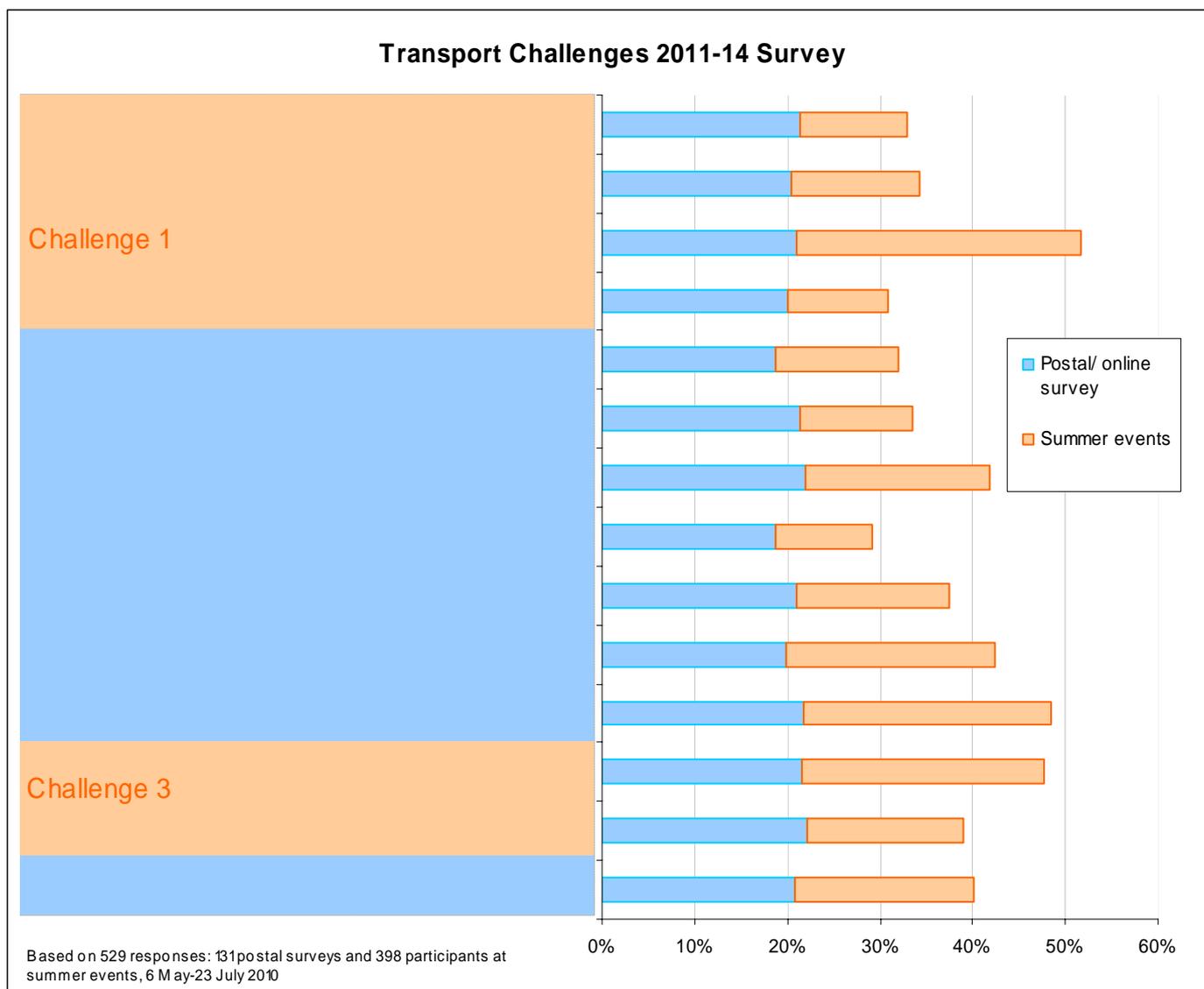
2.3.7.3 Findings

Figure 2.10 displays the results of the postal and online surveys and the consultation activities at summer events.

Within in each MTS priority, some challenges are more of a concern to residents than others.

- Under priority 1, reducing public transport overcrowding is considered important by over 50% of participants. This can also be read as 'improving public transport' as this is not specifically mentioned as a 'challenge'.
- Under Priority 2, improving journey experience by providing cleaner, safer and decluttered streets was a priority for 40% compared to fewer than 30% who are affected by noise from transport. Encouraging walking and cycling were also considered to be crucial, to reduce car use and improve air quality.
- Under Priority 3, improving road safety was considered more important than concern about risk of fear of crime when travelling.

Figure 2.10: Consultation results for Haringey's transport priorities.



535 additional comments were submitted as part of the consultation. Responses were generally positive and constructive. Key features were:

2.3.7.4 Reducing car use

- Reducing car use was suggested by many as an essential feature of the transport strategy, to accommodate a growing population, limited parking and the need to reduce carbon emissions. Further to this, one resident made specific mention of the need to reduce PM10 emissions, from diesel vehicles. Car-free days and pedestrian only areas were proposed, together with incentives to encourage use of car-clubs or smaller, electric powered vehicles. Further to this, the benefits of encouraging motorcycle use as a greener alternative to car-use were described.
- Support for reducing car-use is tempered by representation of the views of families and mobility impaired people, who car use essential to maintaining their quality of life. They request that those who need to use a car should not be disadvantaged by proposals within this strategy.

2.3.7.5 Improving public transport

- As expected, one of the main suggestions to be considered in development of a transport strategy is the need to improve provision of public transport. This includes making buses more regular (for example an extension of the route 603) and improving the permeability of bus routes to include roads not currently served (such as Wightman Road, N8). A newspaper article called for an increase in the number of trains on the Barking to Gospel Oak line, which serves Crouch Hill, Haringay Green Lanes and South Tottenham. However, in addition to improving services, some stipulate that fares must not be raised, if public transport use is to increase.
- In addition, public transport should be made more accessible for disabled people, including working wheelchair ramps on buses and more convenient bus-to-bus transport interchanges for those with mobility problems.
- Complaints about noise disturbance from transport was limited to households situated on bus routes. Impact on local residents must be considered when deciding to expand bus routes further.
- Safety on public transport was not mentioned as an issue. In fact, two residents specifically felt that fear of crime on public transport was not an issue and that they felt more unsafe as a pedestrian or cyclist from risk from traffic, than while on public transport. However, any increase in uniformed staff presence on public transport, such as 'Safer Transport Team' officers, bus conductors, and Metropolitan Police would be welcomed.

2.3.7.6 Encouraging walking and cycling

- Any measures to improve the street environment were generally supported by commentators. Reducing clutter, improving cleanliness, preventing pavement parking and publicising walking routes were all suggested as ways to encourage walking.
- Better planned cycle routes were thought to be key to encouraging transport by bicycle, with particular regard for continuity of cycle lanes and safety of cyclists at junctions.
- A primary issue for respondents to the survey, who tended to be older people, was the increasing menace of unsafe cycling practice, particularly cycling on the pavement. It was suggested that strong action needs to be taken on this issue to ensure the safety of other road and pavement users, including cycle training and enforcement action against dangerous behaviour.

2.3.7.7 Planning for transport needs

- Several residents suggest that facilities should be planned to minimise the need to travel and create 'localism'. This could include creating employment within in local areas and encouraging local shopping. Essential services, such as hospitals and schools, were already considered to be well served by public transport, although one resident emphasised the importance of this to people on low incomes.
- Tensions exist amongst residents between desires to improve road safety, and maintaining traffic flow. Many residents suggested creating more 'homezones', '20mph zones' or restricting traffic speed across the whole borough in order to do this. Additional pedestrian crossings were suggested in specific locations, and while further limitation of traffic through residential streets was also suggested. In

counterpoint, some complain that emissions from vehicles are increased by measures to preventing access to residential roads – cars have to travel further and congestion on major roads increases. Some suggest road humps should be removed and that phasing of traffic lights need to be revisited to improve efficiency.

- Many of the suggestions around public transport provision are intended for communication to TfL. Some suggest that TfL planners need to be more accessible to local people to better understand their transport needs. This could be achieved by more attendance at Area Assemblies or other local events.

2.3.8 Public and Statutory consultation on the draft LIP document

The Council carried out public and statutory consultation on the draft LIP, SEA for a 6 week period commencing on 27th September. The draft LIP document and covering letter was sent, in general electronically, to all stakeholders and was available to view online. Consultation details were contained with the October 2010 edition of Haringey People, the Council's monthly magazine, and through a press release to local newspapers.

In preparation of the draft LIP, we consulted the following statutory and non-statutory consultees:

- The Metropolitan Police and the Emergency Services
- TfL
- Organisations representing disabled people
- Neighbouring London boroughs (Camden, Islington, Barnet, Enfield, Waltham Forest and Hackney)
- Haringey Council's elected members
- Local community groups, transport user groups, environmental groups and representatives of younger and older people. These will include the London Cycling Campaign, Sustrans, Living Streets, the Road Haulage Association, and the Freight Transport Association.
- Relevant stakeholders identified from the Core Strategy Consultation
- Residents via the Area Assembly meetings

229 correspondences were received during the LIP consultation period. Of these responses 186 were related to a petition for the relocation of the W7 bus stop in Muswell Hill town centre and 18 similar correspondences were received objecting to the proposal to consider the partial or full closure of Wood Green High Road to general traffic, as part of the Wood Green Town Centre Major Scheme submission.

Appendix H summarises the key comments, made from statutory consultees and all other organisations and individuals, regarding the content of the draft LIP. The Council's response in terms of amendments to the final draft LIP document are summarised in the right hand column.

2.3.9 Sustainable Transport Commission

In the Autumn of 2010 Haringey Council established a Transport Commission involving a range of experts including regional government officers, sustainable transport charities, academics and local stakeholders to identify the key challenges facing Haringey and to make recommendations on how the borough should address objectives such as reducing traffic congestion, CO₂ reduction and increasing mobility. The report of the Transport Commission highlighted a number of recommendations for the Council to consider in order to reduce carbon emissions. These include:

- Borough wide roll out of controlled parking zones
- Wider roll out of 20mph limits in residential areas
- Development of the Smarter Travel programme
- Measures to improve priority and comfort for pedestrians
- Monitoring programme to identify long term traffic trends.

The majority of these measures are already incorporated or given consideration in the LIP delivery plan, chapter 3.

Following cabinet approval in the summer of 2011, the Council will progress the following transport commission recommendations as follows:

- A programme for modelling traffic trends: The Council will undertake research to identify traffic journey trends for both through traffic and journeys starting or ending in the borough. This is important for determining the length and purpose of journeys and identifying the types of motorised trips where behaviour change initiatives could encourage a modal shift to walking, cycling, public transport and more sustainable car use.
- Increase proportion of the LIP budget spent on 'Smarter Choices' initiatives aimed at enabling people to choose more sustainable travel patterns and improved access to destinations and activities: An integrated Smarter Travel package is being developed to launch in autumn 2011 with funding representing approximately 25% (£500,000 per annum) of the LIP funding being received from TfL. This will aim to significantly increase cycling to improve health as well as reduce child casualties from road traffic accidents. A significant amount of LIP funding is also targeted at improving cycling provision and additional funding has also been awarded for cycling from the Biking Boroughs fund.
- Tailor the LIP delivery plan to achieving CO₂ emission targets: A detailed action plan to meet the Council's overall 40% CO₂ reduction by 2020 is in development and this will be supported by a study to assess the carbon impacts of our LIP and the Sustainable Transport Commission recommendations.
- Council proposes to set up a series of internal reviews of schemes at concept, preliminary and detailed design stage to ensure they consistently deliver improved accessibility for all sections of the community and prioritise road space for pedestrians, cyclists and public transport users.

2.4 Borough Transport Objectives

2.4.1 LIP Objectives

Haringey's LIP objectives are summarised in Table 2.4. They have been informed by the issues and challenges identified in section 2.3, and developed within the context of the goals and challenges of the MTS and the sub regional transport plan for North London.

Table 2.3 provides the delivery timeframe for each objective, based on short term delivery (within next 3 year to 2014), medium term (within 10 years) and long term (within 20 years), to reflect the duration of the MTS up to 2031.

The majority of these objectives, by their nature, are long term and will be delivered over the course of the next 10-15 years. In addition, several of the objectives are ongoing, such as reducing Haringey's deprivation and health inequalities, and reducing the number of casualties on Haringey's transport network.

Table 2.4 also identifies how the LIP objectives contribute to the priorities and outcomes of Haringey's Sustainable Community Strategy 2007-2016. The Sustainable Community Strategy is the overarching 10 year plan for Haringey and tackles those issues that cannot be dealt with by one agency alone. It draws on the aspirations of residents, businesses and the community and voluntary sector; addressing the biggest challenges and opportunities facing Haringey. Many of the LIP objectives and it's programme of investment will contribute to achieving the aims of the sustainable community strategy.

The SEA process has informed the development of Haringey's LIP objectives to ensure compatibility with the SEA objectives.

Table 2.4 Haringey LIP Objectives	Objective delivery timescale	MTS Goals					North London Sub Regional Transport Plan Challenges					Haringey Sustainable Community Strategy Outcomes					
		Econ Devt and Pop Growth	Quality of Life	Safety and Security	Opportunities for all	Climate change and resilience	Facilitating and responding to growth, particularly in the Upper Lee Valley	Relieving crowding on the public transport network	Managing highway congestion and more efficient use of the road network	Enhancing connectivity of orbital public transport	Improving access to key locations and to jobs and services	People at the heart of change.	An environmentally sustainable future	Economic vitality and prosperity shared by all	Be safer for all	Healthier people with a better quality of life	Be people and customer focused
1.Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough.	Medium/ Long term	✓	✓		✓		✓				✓	✓		✓			
2.Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.	Long term	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓			✓		
3.Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.	Long term		✓	✓	✓					✓		✓			✓		
4.Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.	Short/ Medium term		✓	✓										✓			
5. Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.	Short/ Medium term	✓	✓		✓		✓	✓	✓	✓	✓		✓				✓

Haringey LIP Objectives	Objective delivery timescale	MTS Goals				North London Sub Regional Transport Plan Challenges					Haringey Community Strategy Outcomes						
		Econ Devt and Pop Growth	Quality of Life	Safety and Security	Opportunities for all	Climate change and resilience	Facilitating and responding to growth, particularly in the Upper Lee Valley	Relieving crowding on the public transport network	Managing highway congestion and more efficient use of the road network	Enhancing connectivity of orbital public transport	Improving access to key locations and to jobs and services	People at the heart of change.	An environmentally sustainable future	Economic vitality and prosperity shared by all	Be safer for all	Healthier people with a better quality of life	Be people and customer focused
6.Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.	Long term		✓			✓										✓	
7.Reduce Haringey's CO ₂ emissions from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025.	Medium/ Long term					✓						✓				✓	
8.Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.	Medium / Long term		✓	✓	✓					✓				✓			
9.Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network.	Medium term		✓			✓		✓		✓							✓
10.Ensure that transport protects and enhances Haringey's natural and historic environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.	Long term		✓			✓					✓	✓					
11. Minimise the effects of unpredictable events arising from climate change on the transport network.	Long term		✓			✓				✓		✓		✓			