



London Borough of Haringey

Local Implementation Plan (LIP3)

Draft for Public Consultation

2019 – 2022

October 2018



<b>Foreword</b>	<b>3</b>
<b>Executive summary</b>	<b>4</b>
<b>1. Introduction and preparing a LIP</b>	<b>8</b>
<i>Introduction</i>	8
<i>Local approval process</i>	8
<i>Statutory consultation</i>	9
<i>Statutory duties</i>	9
<i>LIP approval</i>	9
<b>2. Borough Transport Objectives</b>	<b>10</b>
<i>Introduction</i>	10
<i>Local context</i>	10
<i>Changing the transport mix</i>	19
<i>Mayor's Transport Strategy outcomes</i>	24
<i>Outcome 1: London's streets will be healthy and more Londoners will travel actively</i>	27
<i>Outcome 2: London's streets will be safe and secure</i>	34
<i>Outcome 3: London's streets will be used more efficiently and have less traffic on them</i>	36
<i>Outcome 4: London's streets will be clean and green</i>	40
<i>Outcome 5: The public transport network will meet the needs of a growing London</i>	43
<i>Outcome 6: Public transport will be safe, affordable and accessible to all</i>	47
<i>Outcome 7: Journeys by public transport will be pleasant, fast and reliable</i>	50
<i>Outcome 8: Active, efficient and sustainable travel will be the best option in new developments</i>	53
<i>Outcome 9: Transport investment will unlock the delivery of new homes and jobs</i>	55
<i>Other Mayoral Strategies</i>	58
<b>3. The Delivery Plan</b>	<b>62</b>

<i>Introduction</i>	62
<i>Linkages to the Mayor's Transport Strategy priorities</i>	62
<i>TfL Business Plan</i>	66
<i>Sources of funding</i>	71
<i>Long-Term interventions to 2041</i>	73
<i>Three-year indicative Programme of Investment</i>	80
<i>Supporting commentary for the three-year programme</i>	80
<i>Risks to the delivery of the three-year programme</i>	87
<i>Annual programme of schemes and initiatives</i>	90
<i>Supporting commentary for the annual programme</i>	90
<i>Risk assessment for the annual programme</i>	94
<i>Monitoring the delivery of the outcomes of the Mayor's Transport Strategy</i>	97
<i>Overarching mode-share aim and outcome Indicators</i>	97
<i>Delivery indicators</i>	97

## Foreword

Whether a bus passenger or a pedestrian, a cyclist, a motorist or a rail user, everyone in Haringey engages with the transport system every day and the future of the transport system has never been more important.

Haringey is embarking on an ambitious programme to make its transport system cleaner, healthier, safer, more accessible and better connected.

We welcome this opportunity to set out our next 3-year draft plan for delivering Haringey's future transport system in this Local Implementation Plan (LIP). The Council recognises the importance of its role not only in funding the delivery of a programme of investments that supports the visions of the Mayor of London's Transport Strategy, but also achieving the pivotal vision of the adopted Haringey Transport Strategy.

Making our streets healthy is at the heart of the Haringey Transport Strategy. We want Haringey to have a reputation for being a walking and cycling borough where more journeys are taken by walking, cycling and using public transport than the private car. Promoting active travel, the use of electric vehicles and achieving a public transport system which is accessible and step free will improve the wellbeing of our residents, reduce obesity and improve air quality.

To ensure our programme is collaborative, we are reaching out to all those who live, work and spend time in Haringey to gather views directly from the public. Involving everyone in our plans will be the key to achieving the transport system we need and want.

*Signature*



Councillor Kirsten Hearn

**Cabinet Member for the Environment**

## Executive summary

### Overview

Haringey's Local Implementation Plan (LIP) is a statutory document prepared under the GLA Act that requires the Borough to detail its proposals for implementing the Mayor's Transport Strategy within Haringey. With each new MTS, new LIPs are required to be prepared, and this document forms the third LIP for the Borough to correspond with the new MTS, published in March 2018.

The population of Haringey has increased by 17.6% over the past 10 years, with it forecast to grow by another 15% in the next 10 years. The Mayor's London Plan sets a requirement for the borough to deliver 1500 new homes each year from 2015 to 2025, with 75% of the planned housing in the growth areas of Tottenham and Wood Green. Alongside the aim to bring 17,000 new jobs to the area between 2011 and 2031, new demands will be brought to an already congested and crowded transport network.

Despite the borough having good transport links into central London by underground, rail and bus, overcrowding is still an issue at peak times, and with the expected population growth, the problem is only expected to worsen. The lack of orbital routes creates further issue, with the Barking – Gospel Oak line in the south of the borough being the only such option, limiting travel to areas outside the Central Business District. In addition, the borough lacks a coherent cycle network, reducing the ability for people to partake in active travel.

Solving issues such as these cannot realistically be addressed by limited sources of funding. The Borough must therefore look to solutions through this LIP focussed on changing travel behaviour at a local level. These will support the major infrastructure projects that the Borough aspires to deliver through working in partnership with Transport for London (TfL), public transport providers, and neighbouring boroughs where appropriate.

The Borough is responding to these challenges and opportunities by setting out its short- and long-term goals and transport objectives for Haringey up to 2041. The LIP details a programme of investment over a three-year period from 2019/20 to 2021/22, and sets out the aspirations for the Borough for long-term major infrastructure improvements to be delivered up to 2041.

All measures identified within this LIP will support the delivery of the Mayor's Transport Strategy (MTS) within Haringey and the Haringey Transport Strategy. It will enable the Borough to plan strategically for transport, to achieve the broad MTS goals of:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

And the Haringey Transport Strategy vision:

*"to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all."*

A key aspect of the LIP is the Borough's role as a partner, working with TfL, residents, businesses and other local stakeholders to achieve a range of improvements to the transport network and transform the way that people travel.

Some of the measures and proposals in the LIP can be implemented by the Borough, using its statutory planning, highways and network management, and parking powers. Other interventions, particularly larger long-term projects, will have to be delivered in partnership with TfL and other organisations, particularly improvements on the Transport for London Road Network (TLRN), and at rail and underground stations.

Common to all London boroughs, this LIP comprises of the following parts:

- Chapter 1 – defines the process followed in preparing the LIP
- Chapter 2 – outlines the local context, challenges and opportunities considered in preparing the local objectives of the LIP within the framework of the MTS priorities and outcomes
- Chapter 3 – details a three-year programme of investment that will deliver the LIP objectives and the outcomes of the MTS, and a more detailed annual programme for the first year of investment through the LIP

## **Challenges and opportunities**

The challenges and opportunities within Haringey were considered in relation to the overarching objectives of creating modal shift toward walking, cycling and public transport and reducing road accidents and casualties.

A wide range of issues and opportunities have been identified, with some of the main issues as follows:

### *Challenges*

- Lack of orbital connections, especially by rail, hindering access to jobs in outer London, contributing to the attractiveness of making such journeys by car.

- Competition for available road space by a variety of users leading to congestion, longer travel times, environmental impacts and perceptions of safety.
- Poor quality transport network, including issues relating to accessibility, surface quality and signage, impacting the quality of user's experiences and perceptions of safety.
- Road-based transport contributes significantly to poor air quality and pollution levels, accounting for 18% of CO<sub>2</sub> emissions in Haringey.
- Parking pressures.
- Lack of strategic cycle networks, restricting the opportunity for a modal shift to cycling.
- Accommodating a growing population on an already crowded public transport network.
- Investment in electric vehicle (EV) charging network to correspond with the increasing popularity of EVs and to facilitate further growth in EV use following the Mayor of London's Ultra Low Emissions Zone (ULEZ) expansion in 2021.

### *Opportunities*

- Strengthening orbital connections through high-quality walking and cycling links, and new bus routes through collaboration with TfL.
- Improving active travel links to public transport access points, particularly in the areas with low Public Transport Accessibility Levels (PTAL) to facilitate multi-modal journeys.
- Collaborative working with TfL, local groups and neighbouring boroughs to reduce traffic levels, particularly through-traffic and improve air quality.
- Exploring opportunities arising from wider regeneration plans and master planning exercises.
- Investment in strategic infrastructure to unlock potential for growth.

### **Objectives**

Based on the challenges and opportunities considered within the LIP, a set of objectives for Haringey have been derived. These have been developed to align and assist with meeting the MTS aim of increasing the sustainable travel mode share.

### **Delivery plan**

Based on the objectives of the LIP, the outcomes of the Haringey Transport Strategy, and the outcomes of the MTS, the Delivery Plan outlines the investment programme and projects for the three-year period from 2019/20 to 2021/22, as well as the longer-term aspirations for new and upgraded infrastructure and services that will be brought forward collaboratively with the Borough, TfL and public transport providers.



## Monitoring

An important part of delivering the LIP is monitoring its progress against the MTS outcomes to ensure that the LIP is succeeding in achieving them. The trajectory of change to achieve the outcomes is likely to change and fluctuate over the course of the MTS period, and monitoring will allow the Council to adjust schemes and interventions to target requirements.

TfL will collect strategic data on behalf of the boroughs for the overarching mode share aim and the MTS outcomes to assist in monitoring. In addition to outcome indicators, delivery indicators are also set against each of the nine MTS outcomes. These provide a reference for the delivery of the MTS at a local level. The Borough will monitor and record the delivery indicators and report to TfL once a year in June.



# 1. Introduction and preparing a LIP

## Introduction

The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the GLA Act and sets out how the borough proposes to deliver the Mayor's Transport Strategy (MTS) in its area, as well as contributing to other local and sub-regional goals. It has been developed in accordance with the Revised Guidance for Borough Officers on Developing the Third Local Implementation Plan (LIP3). Haringey adopted its Transport Strategy in March 2018, and the principles and objectives of the strategy are adopted in this LIP3.

This document is the third LIP for the London Borough of Haringey. It covers the same period as the MTS (published in March 2018) and it also takes account of the transport elements of the draft London Plan, and other relevant Mayoral and local policies. The document sets out longer terms goals for the London Borough of Haringey and a three-year programme of investment starting in 2019/20, and includes delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes the borough are seeking to achieve. A more detailed delivery plan is provided for the financial year 2019/20.

This LIP identifies how the London Borough of Haringey will work towards achieving the MTS goals of:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

The Council notes that the overarching aim of the strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today, and there are different targets set for central, inner and outer London. As well as the Mayor's target for zero fatalities on London's roads by 2041. The LIP outlines how Haringey Council will set local priorities and targets to assist with achieving this aim.

This document outlines how the Council will work with TfL to assist with delivering the outcomes, policies and proposals of the MTS.

## Local approval process

Elected Members provided guidance to the borough officers during the development of the Draft LIP.

The LIP will be considered by the Council's Mayor & Cabinet on 13<sup>th</sup> November 2018. It will be submitted for draft consultation in Autumn 2018 to TfL and other consultees.

The Final LIP will then be submitted for approval by the Cabinet Member for the Environment in early 2019. The final draft version will be submitted to TfL on the 16th February 2019, receiving Mayor of London approval in March 2019.

### **Statutory consultation**

The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with the following organisations:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis
- TfL
- Such organisations representing disabled people as the boroughs consider appropriate
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan
- Any other body or person required to be consulted by the direction of the Mayor

Following Cabinet approval on 13 November 2018, the Council will carry out a 6 weeks public consultation on the draft. Dates to be confirmed.

### **Statutory duties**

The borough has taken into account all the statutory duties and processes as set out in the requirements in the GLA Act in the preparation of this LIP.

The borough has met its statutory duty and conducted a Strategic Environmental Assessment (SEA) and, as recommended, an Equality Impact Assessment (EQIA) on the proposals contained in its LIP. The LIP Outcomes and programmes have been assessed for both purposes, and this process has not identified any necessary changes to the LIP and/or the following changes have been made to the LIP.

### **LIP approval**

The draft LIP will be submitted to the Mayor by 16<sup>th</sup> February 2019 and approved by the Mayor of London in March 2019.

## 2. Borough Transport Objectives

### Introduction

This chapter sets out the local policy context for the third round of LIPs. It covers the borough's detailed interpretation at a spatial level and the local policies and proposals which will help deliver the MTS. The chapter also considers the link between the LIP and other key frameworks against which the borough plans and delivers local services.

The LIP firmly demonstrates that it is informed by evidence and analysis of local needs and issues and that it is shaped by the wider context of the MTS vision, the MTS Healthy Streets Approach and the MTS policies, proposals and outcomes.

### Local context

Haringey is historically characterised as an Outer London Borough, however large parts of Haringey have the social and economic characteristics of an Inner London Borough, and therefore Haringey is better classed as an Inner London Borough for comparison purposes. It is located in the centre of north London, bordered by the boroughs of Barnet, Enfield and Waltham Forest, and the Inner Boroughs of Camden, Islington and Hackney. The Borough is home to approximately 278,451 people<sup>1</sup>, and with a land area of 29.59km<sup>2</sup>, has an average population density of 92 persons per hectare.

---

<sup>1</sup> Office for National Statistics (ONS), Mid-Year Population Estimates, 2016

Figure 1: Haringey Location



Haringey is primarily residential in land use, with 41% of the land area comprising domestic buildings and gardens<sup>2</sup>. The Borough is characterised by several local centres, including Crouch End and Muswell Hill to the west, and Green Lanes and Wood Green located centrally.

The majority of dwellings in Haringey are flats or maisonettes (61%), and as seen in Figure 2 overleaf, there is a general sporadic distribution of housing types, with areas of high percentages of flatted accommodation surrounding pockets of lower density housing. The remaining housing proportions are 33% terraced housing, with approximately 5% comprising detached and semi-detached housing.

44% of Haringey's housing is owner occupied (owned outright or with a mortgage), which is high in comparison to Inner London (38%) but low for England as a whole

---

<sup>2</sup> Department for Communities and Local Government (DCLG) Generalised Land Use Database, 2005

(65%). The remaining housing stock comprises 34% that are rented from local authority / housing associations, and 22% which are rented from private landlords.<sup>3</sup>

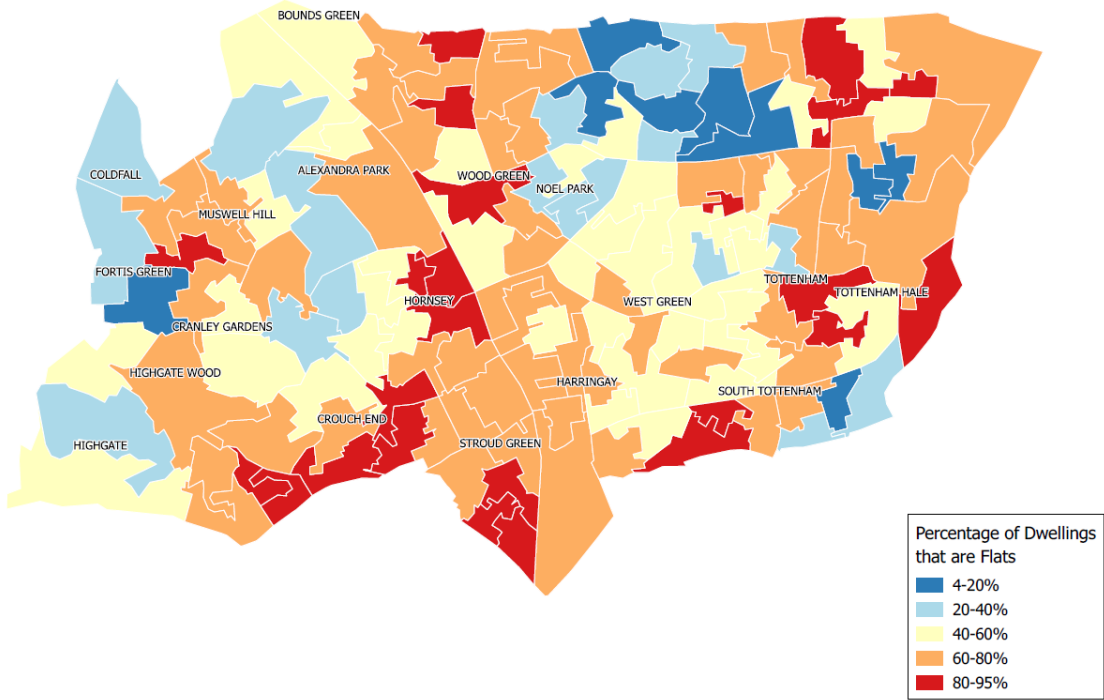


Figure 2: Percentage of Dwellings that are Flats

People

As noted previously, the Borough has a resident population of approximately 278,451 people<sup>4</sup> based on the latest 2016 estimates. This has increased by 17.6% (41,658 people) over the past 10 years which is slightly above the overall population increase of 16.5% experienced within Inner London. As shown in Figure 3, the rate of population change has been growing relatively steadily between 2000 and 2016.

<sup>3</sup> ONS, Housing Tenure of Households, 2016

<sup>4</sup> Office for National Statistics (ONS), Mid-Year Population Estimates, 2016

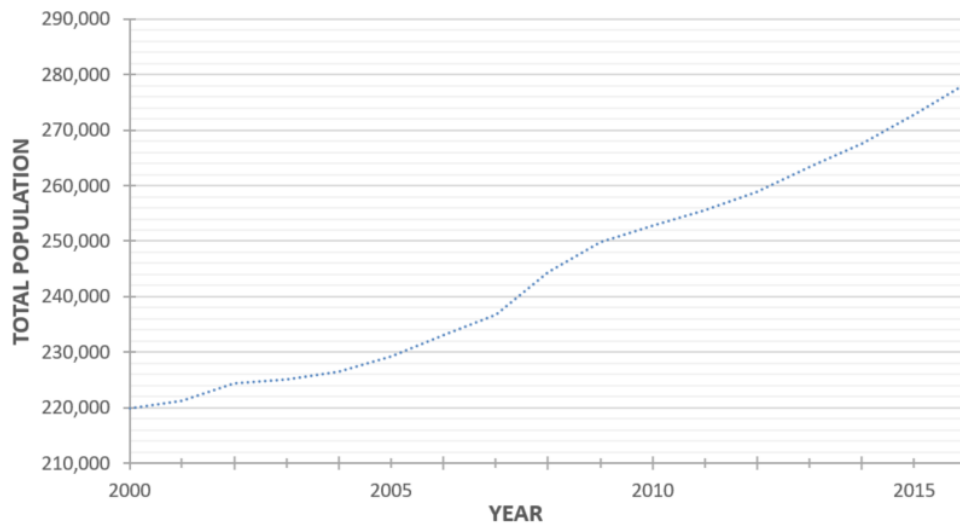


Figure 3: Haringey Population Increase 2000 – 2016

By contrast, the Borough hosts a workday population of approximately 209,884<sup>5</sup>. This figure excludes tourists and includes those who work within the borough, are unemployed, and children. The lower workday population indicates that a higher number of residents leave the Borough to work or go to school than those who enter from other areas.

The average age of Haringey residents is 35, which is in line with the average for all inner London boroughs. The Borough has a relatively young population, with a quarter of residents aged 19 or younger, and just 3% of residents over 75. Figure 4 plots Haringey's resident age profile against Inner London and England. As shown, the age distribution is broadly typical of Inner London and is stacked towards a younger populace in comparison to England as a whole.

---

<sup>5</sup> Greater London Authority (GLA), Daytime Population, Borough, 2014

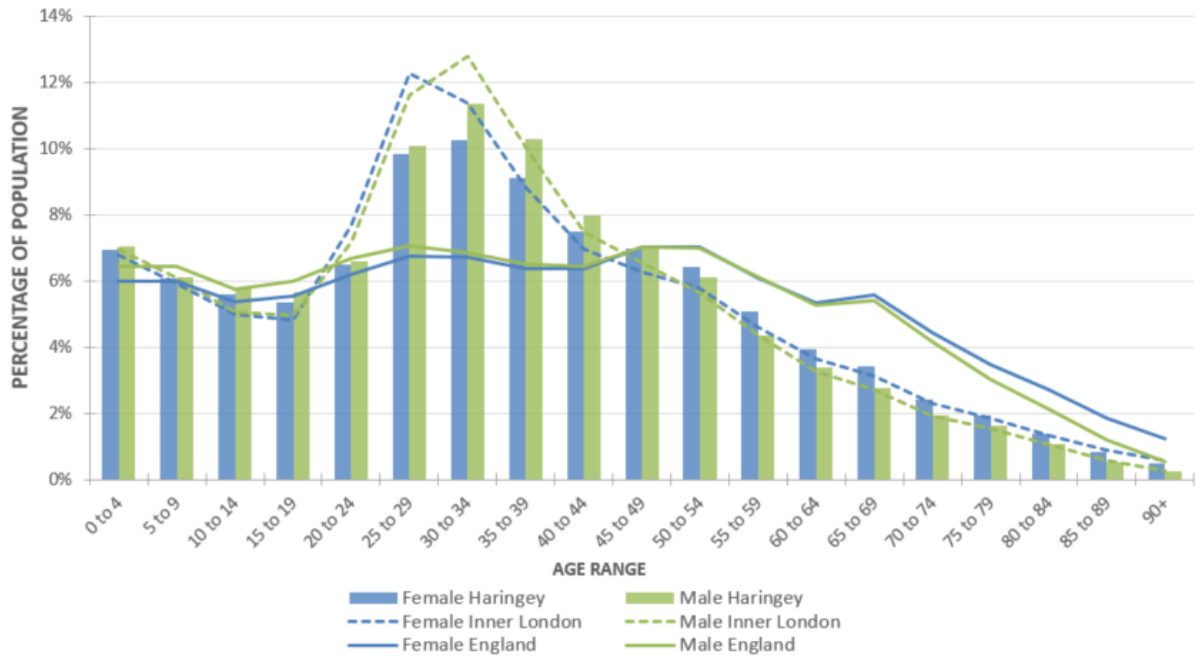


Figure 4: Proportion of Residents by Age and Sex

The life expectancy at birth for Haringey is 80.1 years for males and 84.9 years for females<sup>6</sup>.

Haringey has a total of 236 individual ethnicities recorded amongst residents during the 2011 Census<sup>7</sup>. This is the 5<sup>th</sup> highest number recorded in a Local Authority within England and Wales, and 2<sup>nd</sup> highest in comparison to Inner London. The proportion of non-white British ethnicities is 65%, compared to 58% across Inner London and just 20% in England. Figure 5 illustrates a clear division along the north-south railway line, with areas to the west predominantly white British and areas to the east more ethnically diverse.

<sup>6</sup> ONS, Life Expectancy at Birth and Age 65, 2015

<sup>7</sup> Census 2011, QS211EW



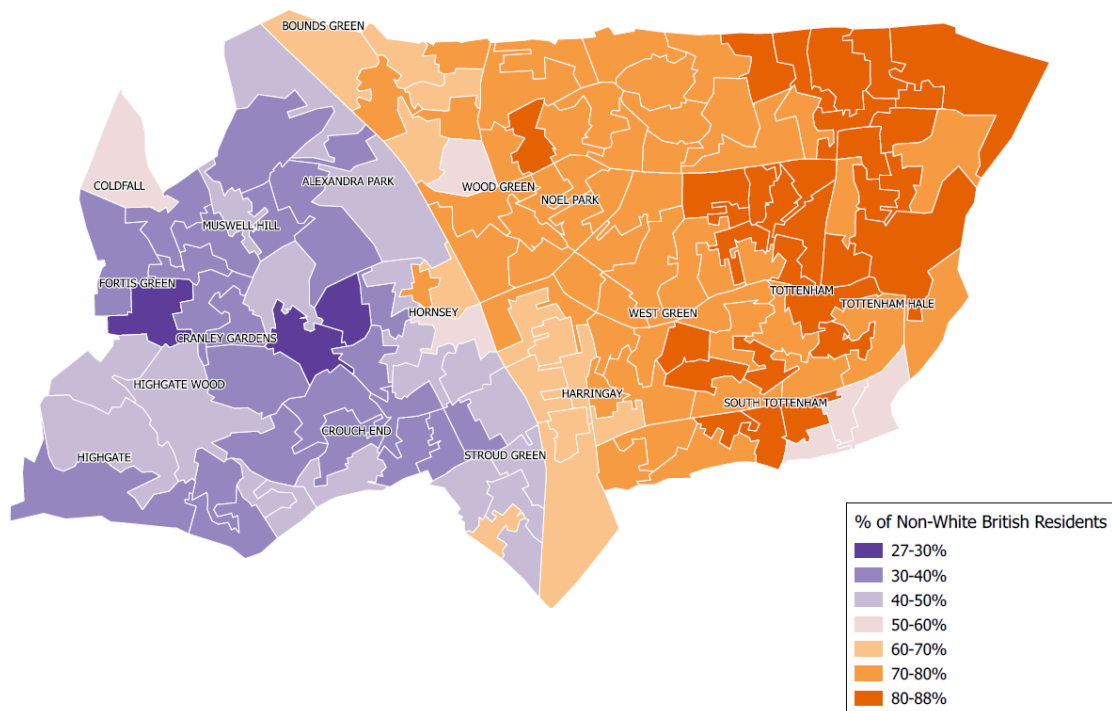


Figure 5: Proportion of Non-White British Haringey Residents

The employment rate for the Borough is low in comparison to the Inner London Average, at 68% amongst the working age population compared to 73.3% for the Inner London average<sup>8</sup>. Figure 6 illustrates the employment rate across the Borough, showing that areas of lowest employment are to the north-east, again with the railway line acting as a dividing line between areas of generally higher and lower employment rates.

<sup>8</sup> ONS, Annual Population Survey, 2017

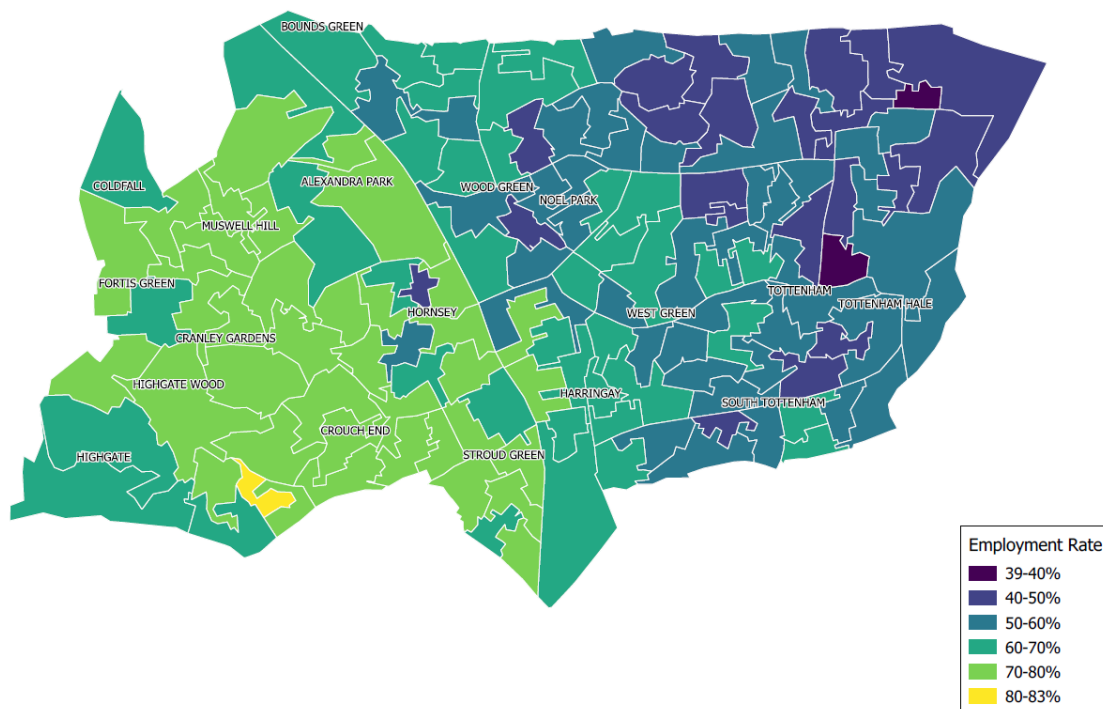


Figure 6: Haringey Employment Rate

The Index of Multiple Deprivation (IMD) ranks is based upon indicators of income, employment, education, health deprivation disability, crime, barriers to housing and services, and living environment. Each indicator is scored and given a weighting which is used as the basis for the IMD.

Figure 7 shows the distribution of IMD decile ratings within the Borough at Lower Super Output Area (LSOA) level. These calculated by ranking each LSOA in England from most to least deprived, and splitting the rankings into 10 equal groups. Each decile is given a rating, with decile 1 comprising the most deprived 10% of LSOAs in England, and decile 10 comprising the least deprived 10%.

The IMD ranks the majority of the Borough (72%) in the lowest 40% in terms of deprivation. 40% of the Borough is rated within the lowest 20%, and only 28% of the Borough is placed within deciles 5 or above (i.e. the 50% least deprived LSOAs within England and Wales). As showing in Figure 7, there is again a clear divide along the railway line, with all LSOAs ranking within a decile of 5 or above located to the west of the railway line. Areas to the east are scored as markedly more deprived.

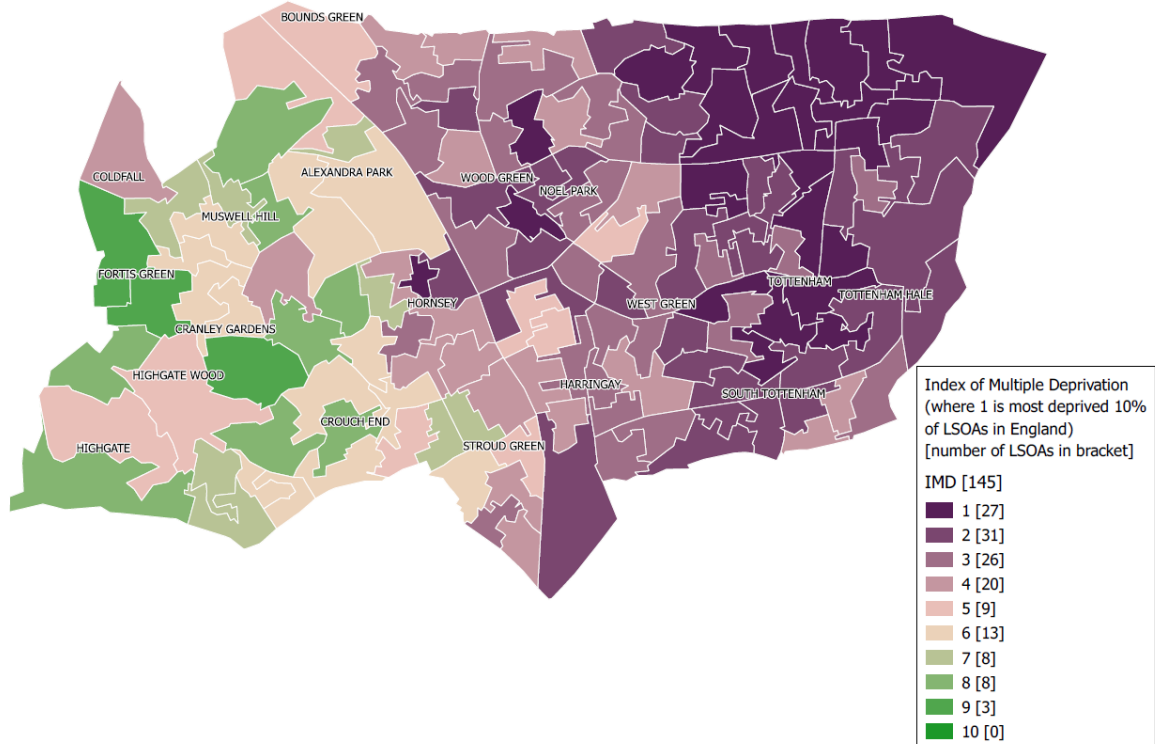


Figure 7: Index of Multiple Deprivation Deciles

## Transport

Haringey benefits from good radial transport links connecting the Borough with central London. It lies over three London Underground lines; the Northern, Piccadilly and Victoria lines, as well as being served by the London Overground and National Rail services.

Of the above, all provide radial links aside from the Barking – Gospel Oak Overground line which, together with five other London Overground routes, forms an outer London orbital network, and links the Borough to a total of 84 stations and 19 London Boroughs via the Overground services alone.

In May 2015, TfL took over the Liverpool Street to Enfield Town and Cheshunt routes which serve White Hart Lane, Bruce Grove and Seven Sisters stations. Since the TfL takeover, a number of improvements have been made including; accessibility improvement works, staffing all stations from first train to last, renovations to improve the look and feel of stations, and upgrading safety and security systems. In addition, the reliability of services on this line has been improved by 80% since June 2015 and punctuality has remained above 92% since November 2015.

The Borough also has six stations that provide access to National Rail services, including routes operated by Greater Anglia, Great Northern and Thameslink linking to Moorgate and Liverpool Street in Central London, and to the north and east, including Stevenage and Hertford, Stratford and Bishops Stortford.

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.

Haringey has a network of 46 bus routes which are predominantly radial. The nature of the road network and low rail bridges provides some constraint on enhancing orbital travel. Of all the routes available, 35 of them serve the Borough at a frequency of every 10 minutes or less during a weekday morning peak time. Of the remaining, nine services run at a frequency of 10 to 15 minutes, and the remaining two services run at a frequency of 15 to 20 minutes.

Haringey's road network is largely oriented as radial links. The North Circular Road does not lie within the Borough, but forms a key orbital link skirting the north-western boundary and is the most accessible orbital road to the Borough. Three Transport for London Road Network (TLRN) roads route through the Borough, comprising the A1 Archway Road through the south-western corner of the Borough, the A10 Tottenham High Road which runs north-south to the east of the Borough, and the A503 Seven Sisters Road which joins the A10 to the south.

Haringey a network of cycle routes across the borough including cycle lanes on main roads, separated cycle lanes and will deliver fully signed Quietway routes. The draft Haringey walking and cycling action plan (which will be consulted on in early 2019 and sits alongside this LIP underneath the Haringey transport strategy) will set out a wide-ranging suite of hard and soft actions to meet the overriding vision to deliver a transport system that matches growth and prosperity ambitions.

Cycle Superhighway 1 was delivered and has gone some way to improving the coherence of routes in the borough, however much more needs to be done.

The radial focus of the public transport network is reflected in the areas of higher Public Transport Accessibility (PTAL), which are largely focussed in north-south orientation along the Underground and Overground lines. This is illustrated in Figure 8 below.

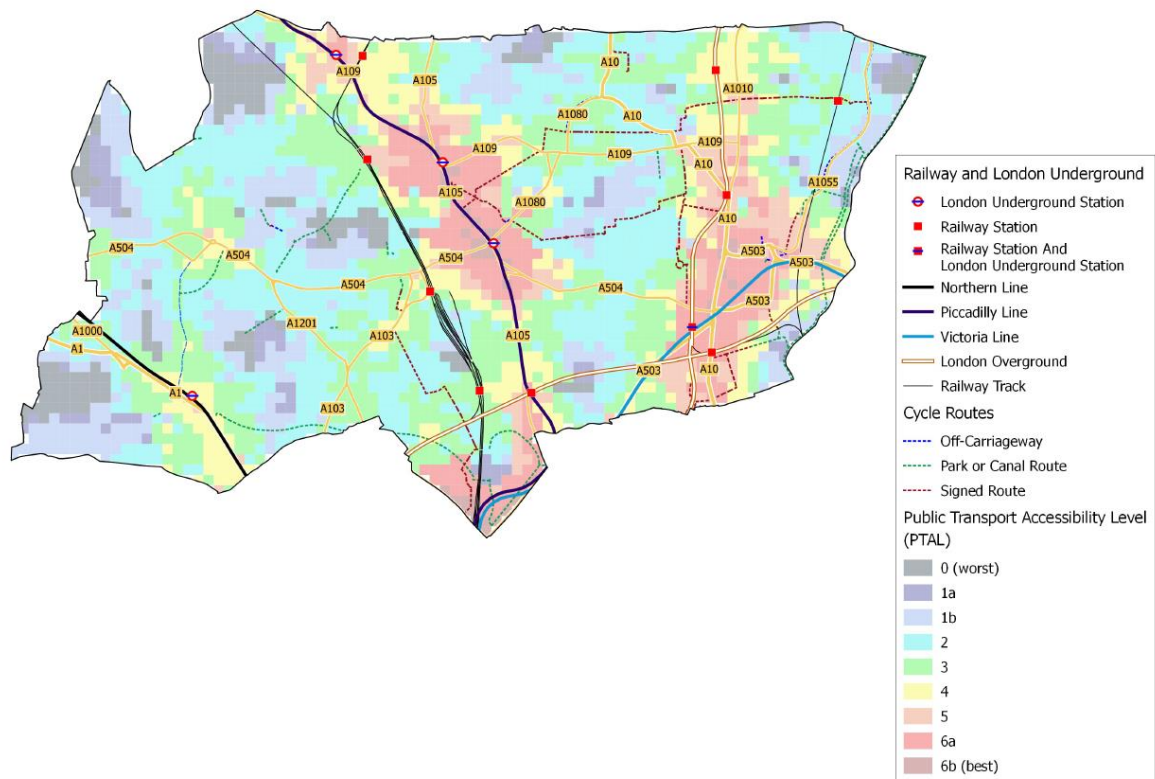


Figure 8: Haringey Transport

## Changing the transport mix

### Challenges and opportunities

The existing infrastructure in Haringey presents a number of constraints to east of east-west movement in particular; this is compounded by the central Great Northern Line, of which there are limited crossings and has led to a level of severance both in movement, demographics and socio-economic characteristics as shown in previous sections.

The west of the Borough is lacking in rail infrastructure. Only one Underground station serves the area to the west of the central Great Northern Line, approximately 75% of the land area to the east of the Great Northern Line which is served by three Underground, six National Rail, and two Underground / National Rail interchanges.

As can be seen in Figure 8 above, there are large areas of low public transport accessibility, with significant areas scoring below a PTAL 2 particularly to the west of

the Great Northern Line. This is reflected in Borough residents' Car or Van Ownership levels<sup>9</sup>, and consequently their commuting patterns<sup>10</sup>.

As shown in Figures 9 and 10, the areas of highest car ownership and journey to work car use are clustered in the areas where public transport accessibility is most lacking. The below figures also demonstrate a continued pattern of division largely across the Great Northern Line, with car ownership and use proving to be higher to the more affluent west of the Borough.

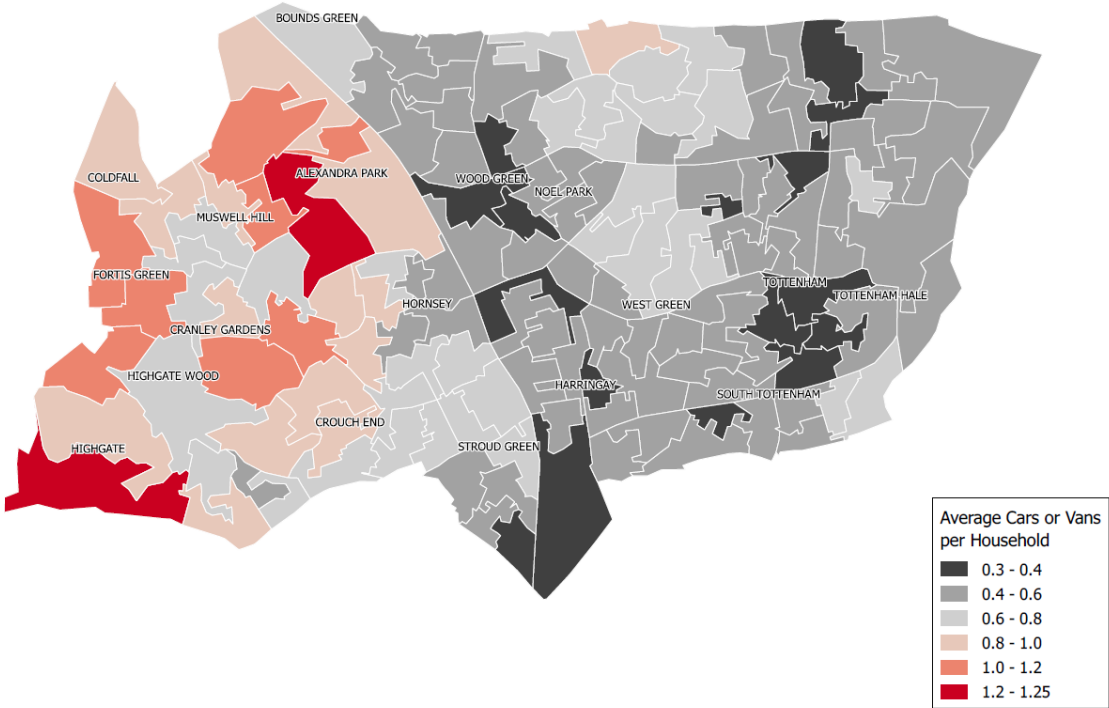


Figure 9: Average Cars or Vans per Household

<sup>9</sup> Census 2011, KS404EW- Car or Van Availability

<sup>10</sup> Census 2011, WU03EW - Location of usual residence and place of work by method of travel to work

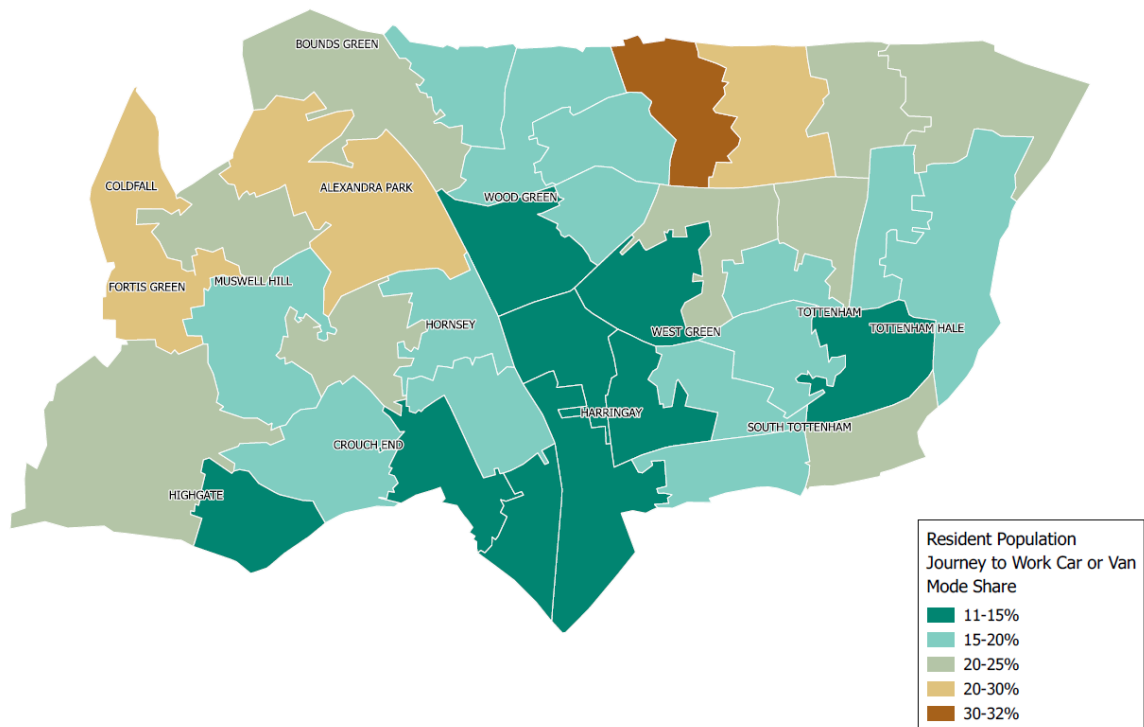


Figure 10: Haringey Residents Journey to Work Car / Van Mode Share

Improving links to areas of highest car use would therefore provide the opportunity to make steps towards achieving the MTS Outcome 3 of reducing car ownership and use. However, opportunities for the Council to implement significant step-changes in public transport provision are limited, both by physical barriers to east-west movement, and by statutory limitations as much of the public transport network lies outside of the Council's control.

However, as reflected in Haringey's Transport Strategy<sup>11</sup>, investment in strategic transport infrastructure is essential if Haringey and London as a whole is to meet the challenge of the predicted increases in population and jobs in the next decade. It is therefore essential for Haringey to pursue collaborative working with the relevant bodies, including Transport for London (TfL), Network Rail, and neighbouring boroughs, to achieve the objectives of the MTS relating to public transport provision.

The Council has more control over improvements to walking and cycling infrastructure, and as such has ambitions to bring forward significant improvements for these modes. This is reflected in Outcome 2 of Haringey's Transport Strategy, which aims to make

<sup>11</sup> Transport Strategy 2018, London Borough of Haringey, March 2018



active travel the default choice. Succeeding in this outcome will make a significant contribution towards achieving the MTS outcomes for the Borough.

Figures 11<sup>12</sup> and 12<sup>13</sup> illustrate the level of walking and cycling potential across a 350m hex grid in the Borough. These are derived from the London Travel Demand Survey (LTDS), and represent trips that could reasonably be walked or cycled, but are not at present.

The trip data is plotted along the road network for walking potential, and using link data assigned by the Cycle Network for London (Cynemon) model by TfL for cycle potential. The total walk or cycling trip length in km is then summed per cell to calculate the walking and cycling potential.

As can be seen, potential cycle trips are concentrated along the major road network, particularly the A10 Tottenham High Road, and the A105 Green Lanes. Similarly, potential walking trips are focussed around local centres and transport interchanges; in particular, surrounding Crouch End, Muswell Hill, Wood Green, White Hart Lane and Seven Sisters.

However, it should be noted that some areas showing a lower potential for walking and cycling are due to a lower population density (see Figure 2), rather than higher existing pedestrian and cycle mode share. Providing effective active travel links to public transport access points will provide opportunities for multi-modal journeys, incorporating walking and cycling in to longer-distance journeys.

---

<sup>12</sup> TfL City Planning Tool: Walking Potential (LTDS Switchable trips 2010-15)

<sup>13</sup> TfL City Planning Tool: Cycling Potential (LTDS Switchable trips 2010-15)

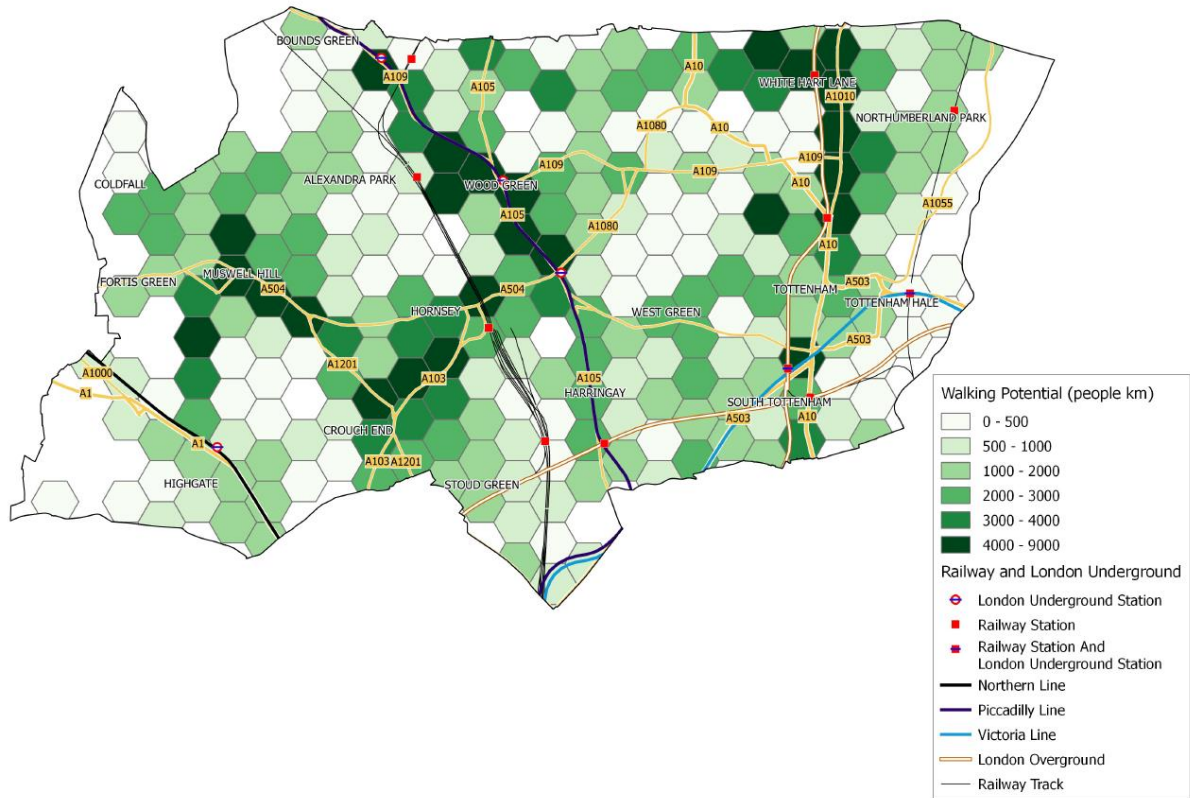


Figure 11: Potential Walking Trips

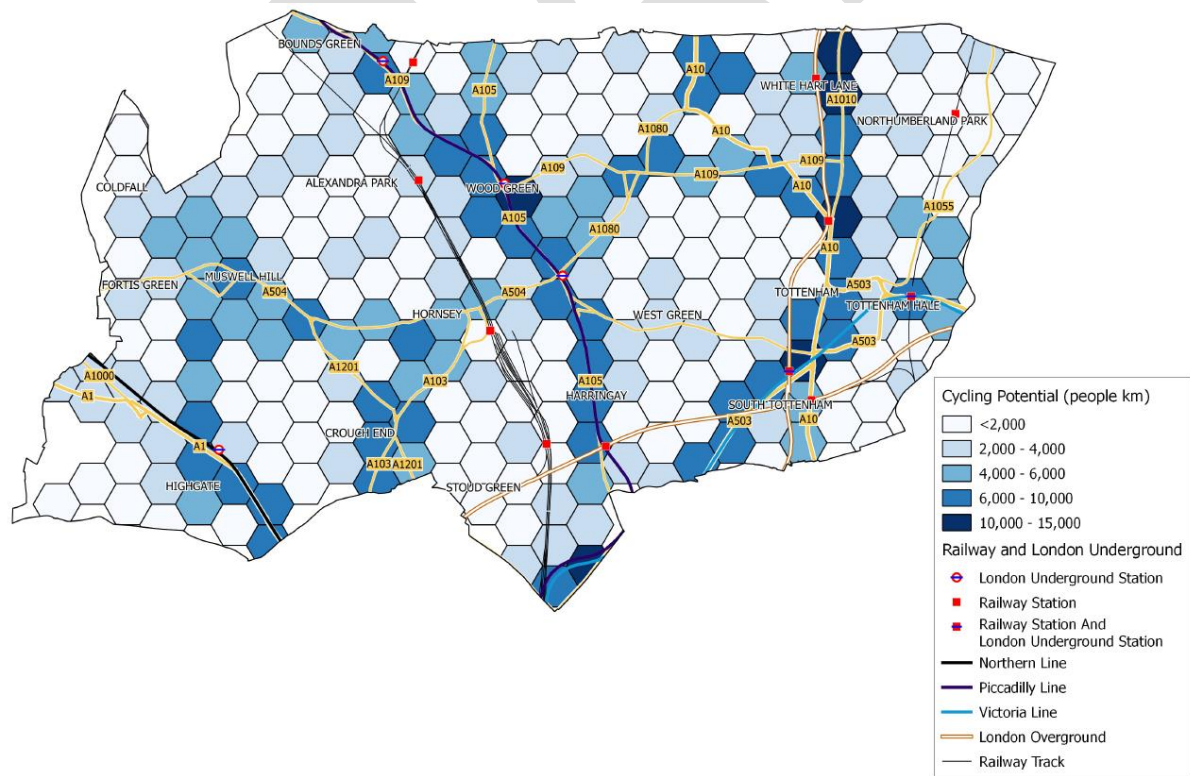


Figure 12: Potential Cycling Trips

**Borough objectives**

Our outcomes align and assist with meeting the Mayor’s Transport Strategy. They were developed to deliver the vision for Haringey’s new Transport Strategy<sup>14</sup>, which is;

*"to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all."*

The vision will be achieved through the following four objectives as adopted by Haringey’s Transport Strategy March 2018, which also align with the outcomes for this LIP3 to assist the borough in meeting the MTS:

Haringey LIP3		MTS Outcomes
Objectives	Outcomes	
1. A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions.	1) To increase connectivity, capacity and accessibility on our road, cycling and public transport networks to support our regeneration and growth ambitions for businesses, housing and jobs.  2) To work with partners to maximise investment in road and public transport network.	1, 3, 5, 6, 7, 8, 9
2. Active travel the default choice, with more people choosing to travel by walking or cycling.	1) To get more people to choose walking, cycling, and public transport as means of travel by: <ul style="list-style-type: none"> <li>• making Haringey one of the most cycling and pedestrian friendly boroughs in London</li> <li>• managing parking demand and provision on the borough’s road network</li> <li>• improving wayfinding and signage across Haringey</li> </ul> 2) To deliver our health ambitions by: <ul style="list-style-type: none"> <li>• enabling active travel</li> <li>• increasing the use of electric vehicles and car sharing schemes</li> </ul>	1, 3, 4

---

<sup>14</sup> Haringey’s Transport Strategy 2018

	<ul style="list-style-type: none"> <li>• reducing overall motor vehicle movements</li> <li>• taking account of the needs of mobility impaired users of all transport modes</li> </ul>	
3. An improved air quality and a reduction in carbon emissions from transport.	<ol style="list-style-type: none"> <li>1) To improve air quality by pursuing projects and programmes to reduce vehicle use, particularly diesel-powered vehicles</li> <li>2) To support alternative means of transport to motor vehicles such as through behavioural change programmes</li> <li>3) To reduce the need to travel by linking transport and land use planning</li> <li>4) To support the use of electric/hybrid vehicles, bike hire schemes, car clubs, car sharing and electric motorcycles/scooters</li> </ol>	1, 3, 4, 8, 9
4. A well maintained road network that is less congested and safer.	<ol style="list-style-type: none"> <li>1) To maintain and enhance our road network, making it best in class in London</li> <li>2) To reduce road user casualties, especially among children, pedestrians, cyclists, motorcyclists/scooters and other vulnerable road users</li> <li>3) To minimise the use of our back streets as 'rat runs'</li> <li>4) To reduce the speed and enforce speed limits of road traffic in residential areas and shopping streets</li> </ol>	2, 3, 4

### Mayor's Transport Strategy outcomes

The following section outlines the local challenges and opportunities for Haringey in the context of the nine MTS outcomes, and details how Haringey can contribute towards the achievement of the outcomes. Outcome indicators have been detailed within the MTS with measurable targets for 2021 and 2041 for outcomes 1 to 7. These vary by borough. Haringey's specific indicator targets have been detailed in the following sections under 'MTS Borough Objectives', and are also summarised as follows:

Outcome		Current	2021	2041
<b>80% walking, cycling, public transport</b>		<b>77%</b>	<b>81%</b>	<b>88%</b>
<b>Outcome 1: London's streets will be healthy and more Londoners will travel actively</b>				
Target 1a: % of residents doing at least 20mins of active travel		33%	41%	70%
Target 1b: % of residents within 400m strategic cycle network		10%	25%	81%
<b>Outcome 2: London's streets will be safe and secure</b>				
Target 2: Vision Zero (KSI)		76	40	0
<b>Outcome 3: London's streets will be used more efficiently and have less traffic on them (annual vehicle km)</b>				
Target 3a: Reduce the volume of traffic in London (annual vehicle kilometres (millions))	low: -15% by 2041s	541	538	457
	high: -20% by 2041	541	538	430
Target 3c: Reduce car ownership (no. of cars owned)		64,897	60,600	58,600
<b>Outcome 4: London's streets will be clean and green</b>				
Target 4a: CO2 (tonnes)		132,900	116,100	25,900
Target 4b: NOx (tonnes)		520	170	20
Target 4c: PM10 (tonnes)		48	38	19
Target 4d: PM2.5 (tonnes)		27	18	9
<b>Outcome 5: The public transport network will meet the needs of a growing London</b>				
Target 5: PT Use (Trips per day (000s))		210	240	291
<b>Outcome 6: Public transport will be safe, affordable and accessible to all</b>				
Target 6: Step-free journey time (% change between 2015 and 2041)				-75%
<b>Outcome 7: Journeys by public transport will be pleasant, fast and reliable</b>				
Target 7: Bus Speeds (mph) 15% overall reduction	high: +15% by 2041	8.5	8.8	9.8
	low: +5% by 2041	8.5	8.6	8.9

For outcomes 8 and 9, this section provides detail on how Haringey will contribute towards achieving them.

## Outcome 1: London's streets will be healthy and more Londoners will travel actively

### Challenges and opportunities

#### Challenges

54% of adults in Haringey do any type of walking at least 5 times per week, and 81% at least once per week, both of which are below the London averages<sup>15</sup>. Haringey's adult obesity prevalence is 27.7%, which is higher than the London rate, 21%, and the national rate, 23%.<sup>16</sup> It further indicates that locally, the prevalence of overweight is higher in men than in women, whilst obesity is higher amongst women than men.

Issues affecting the health of the local population include:

- access to green space
- poor air quality particularly on the main arterial roads and their junctions with the east/ west routes.
- poor health due to air pollution and lack of physical activity
- injuries and deaths caused by motor vehicles.

Walking trips make up almost a quarter of journeys per day in London<sup>17</sup>. Creating a better walking environment in Haringey will connect communities, increase social inclusion and provide people with a chance to enjoy their local area.

Current barriers to walking in London predominantly relate to traffic and safety. 21% of Londoners say too much traffic is a barrier to walking, and 14% say traffic travelling too fast is what stops them walking more<sup>18</sup>. Reducing levels of traffic in Haringey will improve environments that can otherwise be intimidating and unpleasant for pedestrians, alleviating these current barriers to walking.

Haringey is particularly affected by the typical situation in London where major transport routes radiate outwards from the centre of London. The borough has four

---

<sup>15</sup> Physical Activity Tool, Public Health England; <https://fingertips.phe.org.uk/profile/physical-activity>

<sup>16</sup> Toolkit showing levels of adult obesity, taken from Adult Obesity (2011-2012) National Obesity Observatory, NHS UK, Public Health England; <http://www.sepho.nhs.uk/NOO/e-Atlas/adult/atlas.html>

<sup>17</sup> Walking action plan: making London the world's most walkable city, TfL, 2018, page 19

<sup>18</sup> Walking action plan: making London the world's most walkable city, TfL, 2018, page 27



significant north/ south corridors that contribute hugely to the severance experienced in the borough. These are: the A1, the East Coast Mainline, the A10 and the River Lea.

Interconnectivity between urban centres in the borough are heavily influenced by these routes and where they are crossed, funnelling all modes into these corridors. The East Coast Mainline can be crossed in only six places along its 5.7km length through the borough by vehicles, with another four crossings available for pedestrians and cyclists only. Some of these crossings are not well overlooked and people may not feel safe when using them.

Vulnerable street users will therefore be exposed to high levels of traffic and pollution, making them unattractive to use and with a heightened possibility of being involved in a collision. The main deterrent to taking up cycling is too much traffic and the fear of being involved in a collision. Although the frequency of collisions compared to journeys is very low, it is clearly a genuine concern reflected in the low representation of cycling in the modal share. Within the borough there are 82 schools. An assessment by the council of casualties within 100m of schools shows higher rates of pedestrian casualties.

Significant congestion occurs around where east-west roads intersect the A1 and A10 corridors. While pedestrian crossings are far more numerous than the railway they may not be in the right places where people want to cross, or may involve considerable waiting time. Therefore, potentially dangerous situations, as can be seen in the image below from Google maps, occur where pedestrians choose to cross between stationary queued vehicles.



The eastern boundary of the borough with Waltham Forest is demarcated by the River Lea and its reservoirs. Only one road, Ferry Lane A503, links the two boroughs. Where this road meets the A10 at Tottenham Hale is a major source of traffic congestion.



While the eastern half of the borough is on the flat floodplain of the River Lea, the western half of the borough around Alexander Palace and Muswell Hill area has limited man-made barriers but the hilly terrain makes cycling and walking more difficult.

### *Opportunities*

The evidence suggests that of all the different measures used to promote active travel, its physical infrastructure which is the most powerful determinant of walking and cycling levels (Pucher and Buehler, 2008<sup>19</sup>; Pooley et al., 2013<sup>20</sup>; Aldred, 2017<sup>21</sup>). Evidence shows that high quality infrastructure for pedestrian and cycle traffic is key to making these modes more attractive (Pucher and Buehler, 2008).

### *Infrastructure*

More active travel leads to cleaner air, improved fitness, community cohesion, happiness and greater access to green spaces and jobs for all. Particularly for shorter trips and the first and last mile of journeys involving public transport, there is great potential to increase walking and cycling rates in LB Haringey.

Many borough actions align with the ambitions of the MTS:

- Designing street environments to encourage walking and cycling. In terms of highways infrastructure, effective interventions to encourage an active use of the street could be as small scale as making better drop crossings, prioritising pedestrian movements over vehicles at footway crossings and side entry treatments, dealing with problem drainage, repairing broken footways and decluttering streets.
- Designing and engineering roads to reduce motor vehicle speed and implement 20mph zones where appropriate.
- Rat-runs through residential streets can be identified and measures applied to eliminate it, such as filtered permeability.
- Promoting a network of roads and paths that are safe and convenient for cycling and walking.

---

<sup>19</sup> Pucher, J. and Buehler, R., (2008). 'Making cycling irresistible: lessons from the Netherlands, Denmark and Germany'. *Transport Reviews*, 28(4), pp.495-528.

<sup>20</sup> Pooley, C.G., Horton, D., Scheldeman, G., Mullen, C., Jones, T., Tight, M., Jopson, A. and Chisholm, A., (2013). 'Policies for promoting walking and cycling in England: a view from the street'. *Transport Policy*, 27, pp.66-72.

<sup>21</sup> Aldred, R., Watson, T., Lovelace, R. and Woodcock, J. (2017) 'Barriers to Investing in Cycling: stakeholder views from England'. *Transportation Research A*

- Supporting walking and cycling by ensuring that, where possible, the needs of cyclists and pedestrians are considered before other road users.
- Promoting cycling through information, maps and cycle hire schemes.
- Improving safety of heavily trafficked streets where most traffic related health risk is concentrated.
- Improve wayfinding and signage across the borough
- With a drop-in vehicle numbers, repurposing space currently used for parking is another opportunity to enhance the streetscape through tree planting and SUDS interventions.

### *Behaviour change*

Behavioural change away from private vehicles, such as using a car for school drop off and pick up and other short trips, must be encouraged through initiatives available to the public. Where traffic volume is cited as a disincentive to walk or cycle to school, getting parents out of their cars can break that vicious cycle. Children may also develop life-long habits in their sustainable travel choices as a result, leading to healthier and longer lives. Examples of initiatives already promoted in Haringey and other London boroughs are listed below:

- “Beat the Street” is a competitive street game where children have to swipe sensors with a key on their route to and from school, in which both they and the school can win prizes.
- The STARS (Sustainable Travel: Active, Responsible, Safe) accreditation scheme run by TfL, allowing schools to plan and carry out activities to encourage a reduction in travelling by car to the school door. Schools can earn different levels of accreditation based on level of engagement and achievements. Haringey currently has 64 schools that are accredited.
- The Council offers free ‘Bikeability’ cycling instruction to school children and adults to help encourage more people to cycle through improving skills and confidence.
- Play Streets can help a community re-engage with its surroundings and improve social cohesion and community spirit, as well as increasing levels of physical activity in children and adults. Haringey allows residents to apply for play street closures, waiving the usual charge for setting up temporary road closures.
- Haringey offers personalised travel planning (PTP) sessions to help residents switch their travel habits to more sustainable modes, and a number of ‘Smarter Travel’ roadshows and events to raise awareness.

- Walking Bear “We Love Clean Air” is an initiative for schools to encourage school pupils to walk, with classes competing against each other to see who has the most walkers whilst trying to find ‘Hari Bear’ in five of Haringey’s parks. In 2016, 46 primary schools took part in a relay walk around the Borough.
- Walk to School Week is an awareness week for schools in the Borough to encourage as many parents and carers as possible to walk their children to school, with the aim of encouraging a longer-term shift in travel habits.
- Smarter Travel Promotional events are organised by the Haringey Smarter Travel Team, including guided walks and learning activities, bike maintenance sessions, and fetes.

### *Walking challenges*

Walking is, in many ways, the mode of travel that is most important to the aims of the strategy (‘Walking action plan: making London the world’s most walkable city.’ Transport for London. July 2018). A quarter of trips made by Londoners each day are on foot, and the number choosing to walk has been relatively constant for many years. A better walking environment will help connect communities and reduce road danger, air pollution, noise, and health and economic inequalities.

21% of Londoners say too much traffic is a barrier to walking, and 14% say traffic travelling too fast is what stops them walking more. Twelve per cent of Londoners say that fear of road collisions stops them from walking more. In 2016, pedestrians accounted for 35 per cent of those killed and seriously injured on London’s streets. Fear of traffic is the main reason people give for being unwilling to let their children walk unaccompanied (‘Walking action plan: making London the world’s most walkable city.’ Transport for London. July 2018, p. 27).

### *Walking potential*

TfL analysis shows Outer London boroughs like Haringey have the greatest walking potential. More than 60 per cent of all walkable trips made in London every day by car, bus or taxi are made in Outer London<sup>22</sup> (p19). The greatest opportunities for Londoners to try walking lie in non-work purposes – half of all walkable trips are currently being made for leisure and shopping reasons.

---

<sup>22</sup> Walking action plan: making London the world’s most walkable city.’ Transport for London. July 2018

Solutions to walking for Inner London include:

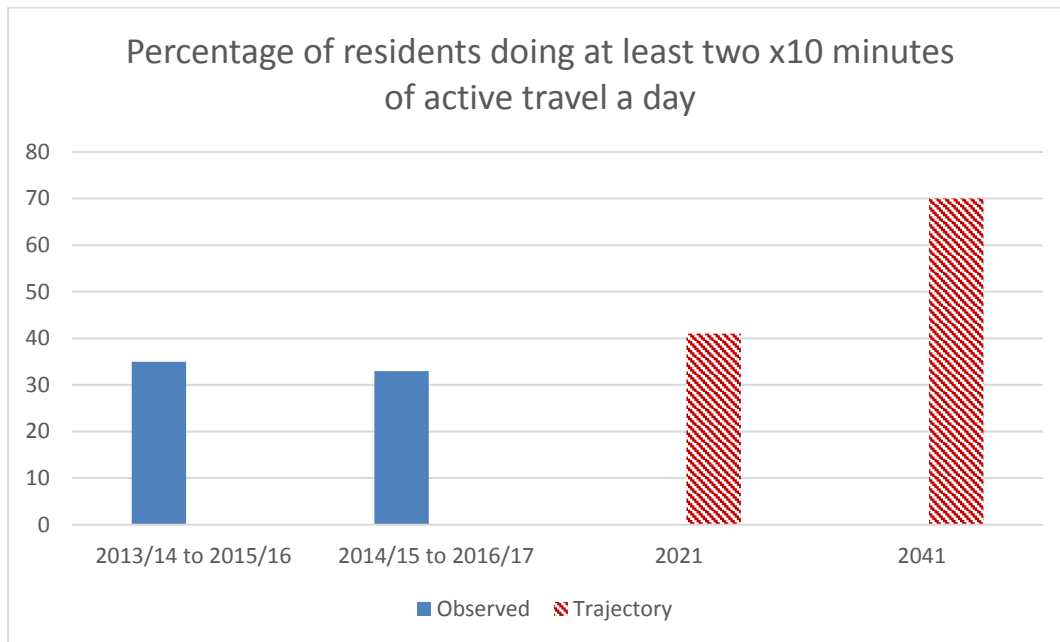
- addressing the dominance of motorised transport
- improving walking and cycling environments to enable trips made by car to be made on foot or by cycling
- making local streets better places to walk and spend time
- making significant improvements to public transport, both rail and bus
- improving walking access to town centres and transport interchanges, including rail and Underground
- bringing in a more joined-up approach to planning transport and dense, mixed land-use developments to encourage active, efficient and sustainable travel patterns
- targeting trips to school, with a focus on reducing car use and
- increasing walking

Haringey's Local Plan encourages active travel. Walking and cycling accessibility is particularly important in district centres, which provide convenience goods and services for more local communities and are accessible by public transport. Local shopping parades and clusters of shops local catchment areas and are often most accessible by walking and cycling

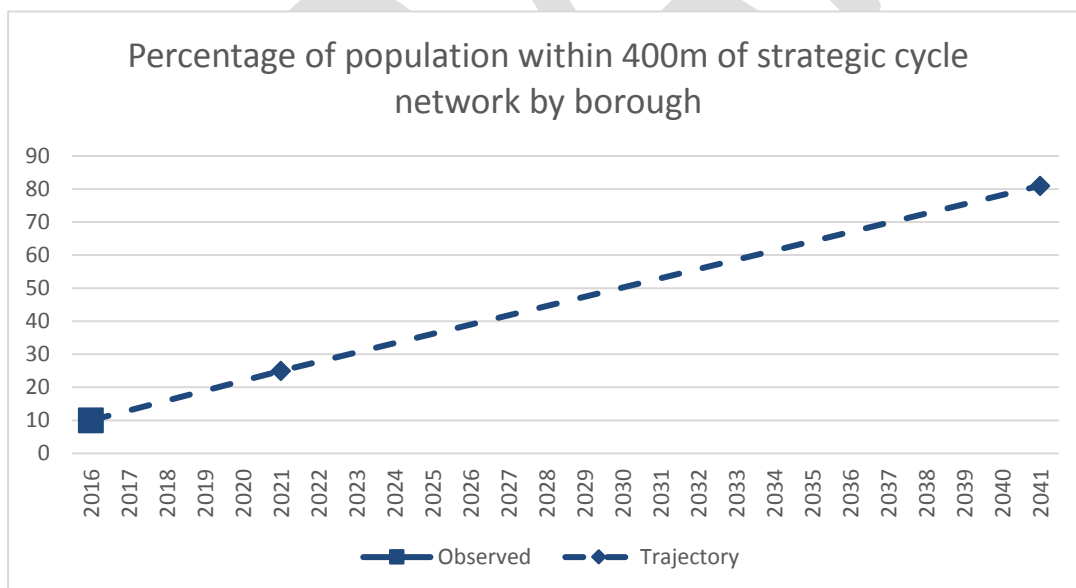
Of note is that over 25% of the borough land area is made up of open space. Amongst the larger open spaces are: Finsbury Park, Alexandra Park, Highgate Wood, Coldfall Wood and the Lee Valley Park. Improving access to these parks and open spaces can facilitate an uptake in walking and cycling.

Haringey will enable more sustainable types of transport reducing car dependency and the health problems it creates.

[Borough Objectives](#)



The percentage of residents doing at least two x10 minutes of active travel a day decreased slightly between 35% 2013/14 to 2015/16. Regardless of this Haringey intends to increase this beyond the last recorded 33% to 41% by 2021 and finally doubling the 2013/14 observation to 70% in 2041.



Haringey has estimated the percentage of the population within 400m of strategic cycle network by borough is set to rise from the last recorded 10% in 2016, reaching 25% in 2021 and 81% in 2041.

## Outcome 2: London's streets will be safe and secure

### Challenges and opportunities

Every year more than 2,000 people are killed or seriously injured on London's streets. In London in 2016, more than 30,000 people were injured in road collisions. People from more deprived areas, some ethnic minorities, disabled people, children and older people are disproportionately affected by road danger.

Main roads pass through some of the most deprived communities, creating environments that are not inclusive to all, with roads that are intimidating and difficult to cross. 80% of all deaths and serious injuries occur to people walking, cycling or riding motorcycles. 73% of collisions resulting in death or serious injury for those on foot, bike or motorbike in London take place at junctions.

Haringey has recognised that traffic speeds are too fast in residential and local shopping streets. Speed is a major contributory factor to people being killed or seriously injured in road traffic accidents (RTAs). Drivers will speed if they feel that the road can accommodate it (i.e. if it is wide with long sightlines) or that they can get away with it, as fixed camera positions are well known, and the police cannot regularly devote resources to traffic patrols or mobile cameras. Speed-related accidents can also be down to driver inattention and unfamiliarity with the road network. Research shows that there will be fewer accidents and they will be less severe if speeds are reduced from 30 to 20mph. Accordingly, all streets in Haringey have a 20mph speed limit with the exception of main roads and TfL managed roads.

Accidents can also happen due to extreme or unusual climate conditions (rain, ice and snow). Many drivers are inexperienced in wintry conditions in London as the capital's microclimate is warmer than the surrounding rural areas.

Providing adequate and an appropriate class of street lighting for road speed and usage can reduce accidents. The borough has a programme of street light replacement, updating the existing infrastructure with low-cost white LED light sources. Improved lighting not only helps with road safety, but also reduces crime and fear of crime for street users and residents. Improving the feeling of personal safety, both from a traffic and a crime-related perspective, can be particularly beneficial for more vulnerable groups, and could be an important factor in helping them to be physically active encouraging the uptake of active transport.

### *Measuring 'safety'*

The traditional road safety approach is based on analysis of existing casualties. But the presence or absence of collisions is not necessarily a good barometer for safety.

For example, if a road environment is excessively hostile that nobody cycles, there will be no cycle casualties.

Levels of harmful, polluting transport and levels of activity – walking, cycling, children playing, people talking to their neighbours – are needed for a clearer picture. (If nobody cycles, there will be no casualties, but it doesn't necessarily mean the roads are safe.) The most accurate measure of a road's safety is whether people, in all their diversity, can use their roads.

Haringey road casualty data will therefore be monitored in conjunction with walking and cycling rates, including reviewing levels of walking and cycling by income, age, gender, and ability/disability.

In summary, Haringey will achieve a significant improvement in road safety by<sup>23</sup>:

- Maintaining and enhancing the road network, making it best in class in London
- Reviewing the design of the borough's streets so that they are no longer seen primarily as conduits for the movement or parking of vehicles.
- Incorporating traffic calming into the street fabric, doubling up as crossing points where they are needed.
- Reducing road user casualties, especially among children, pedestrians, cyclists, motorcyclists/ scooters and other vulnerable road users
- Minimising the use of our back streets as 'rat runs'
- Delivering a street lighting programming to reduce road accidents and improve personal safety
- Reducing the speed and enforce speed limits of road traffic in residential areas and shopping streets
- Being prepared for and keeping many of the borough's roads and footpaths clear of ice and snow during extreme weather conditions.

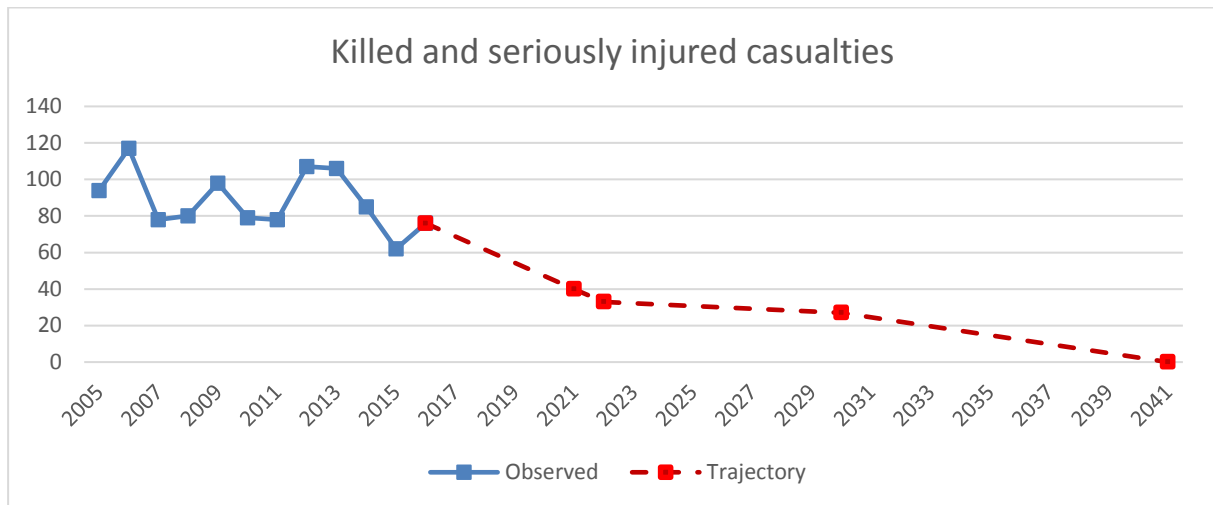
## Borough Objectives

---

23

[https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey\\_transport\\_strategy\\_2018.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_transport_strategy_2018.pdf)





Overall the number of killed and seriously injured casualties has decreased since 2005 to 2017. This has not been a continuous decrease and has increased slightly in some years (see 2008, 80 – 2009, 98 and 2011, 78 to 2013, 107). Haringey has projected that the number of casualties will decrease from 76 in 2016, 40 in 2021, 33 in 2022, 27 in 2030 and finally to 0 in 2041.

### Outcome 3: London’s streets will be used more efficiently and have less traffic on them

#### Challenges and opportunities

Haringey experiences annual traffic flows of 175 million vehicle miles on major roads, travelled by all motor vehicles<sup>24</sup>, of which 135 million vehicle miles are car traffic. However, given Haringey’s strategic position on the A1 and A10 corridors, a large proportion is attributable to through-trips starting and ending in other boroughs.

This presents a challenge for Haringey, as these types of journeys are largely outside of the Council’s control and cannot be prevented without pushing issues of congestion into neighbouring boroughs. The Council will therefore work alongside other boroughs to take a holistic approach to traffic reduction, whereby the appeal of travel by car is reduced at-source. If all London Boroughs work to and meet their objectives under Outcome 3 of the MTS, the levels of through-traffic within Haringey will fall as a result.

The Council has greater control over car journeys that begin and end in the borough, and by nature these trips are more likely to be shorter distances with viable options for

<sup>24</sup> Traffic Flows, Borough, Department for Transport, 2016

alternative modes. 2011 Census Journey to Work Data<sup>25</sup> reveals that approximately 25.5% of people who live and work within Haringey travel to work by car. This is a high proportion that could potentially shift mode. Whilst the land area of the Borough is not large for an Outer London borough, at 25.59km<sup>2</sup>, and the maximum travel distance within Haringey is approximately 10km, a distance that could be travelled within an approximate 35-minute cycle for an adult of reasonable fitness, not accounting for traffic conditions. The Council will therefore focus efforts on resident commuters, to reduce traffic particularly at peak times as a result.

The current use of London's streets is directly linked to the assignment of space and the priority of movement given to private motor vehicles.

'Cars take up 19 per cent of street space in central London, but account for only 11 per cent of journey kilometres whereas buses take up only 11 per cent of street space, but account for 57 per cent of journey kilometres.'<sup>26</sup>

The future high streets of London will be designed for people taking priority over cars and other traffic. 'It is a city where essential delivery and service vehicles can get around efficiently, keeping everyone's lives running smoothly.'<sup>27</sup>

At a more local level, schemes that will be brought forward through this LIP will contribute towards traffic reduction by targeting rat-running and encouraging active travel as the most direct routes. The Council will implement this, in collaboration with communities, through localised road closures to through-traffic and one-way enforcements, complemented by a range of other measures.

An emerging challenge in achieving a reduction in ownership is the drive for Electric Vehicle (EV) infrastructure. Whilst EVs form a significant improvement to traditional motorised traffic, widespread ownership and use would still result in congestion and inactive travel and be counter to many of the MTS outcomes. Haringey recognises the need for EV infrastructure and aspires to balance encouraging a switch from traditional to EV ownership, whilst also encouraging a reduction in overall car ownership.

Haringey has an existing network of Car Club bays, mostly operated by Zipcar and a few by City Car Club. One-way car hire is provided by Drive Now, in which the cars

---

<sup>25</sup> Census 2011, WU03EW - Location of usual residence and place of work by method of travel to work

<sup>26</sup> <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

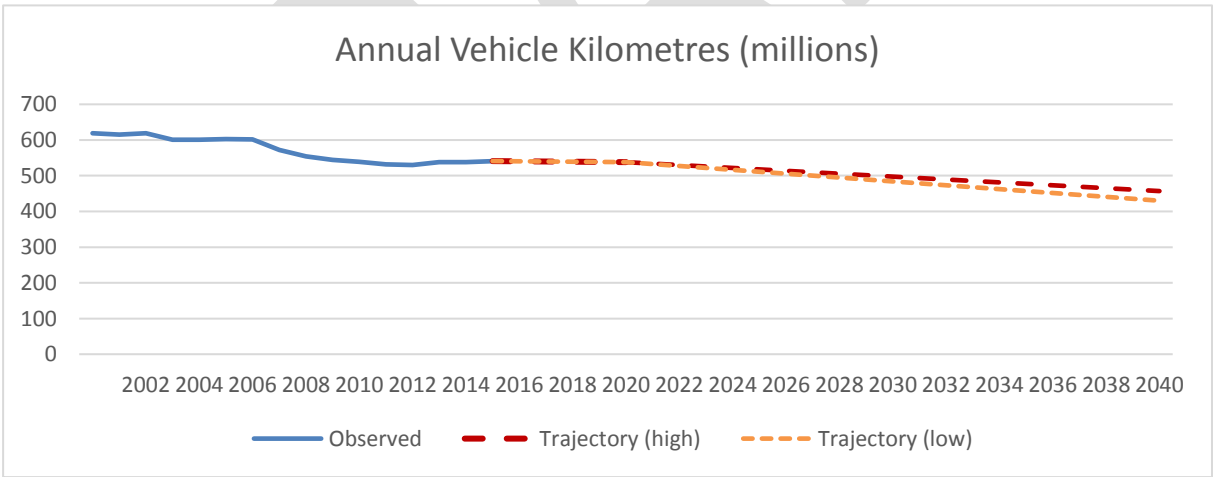
<sup>27</sup> <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

can be left in any parking bay in the borough. Bays are generally well distributed throughout the Borough, but the council will explore opportunities to lower car ownership in the areas with lowest PTALs and highest car reliance with this initiative.

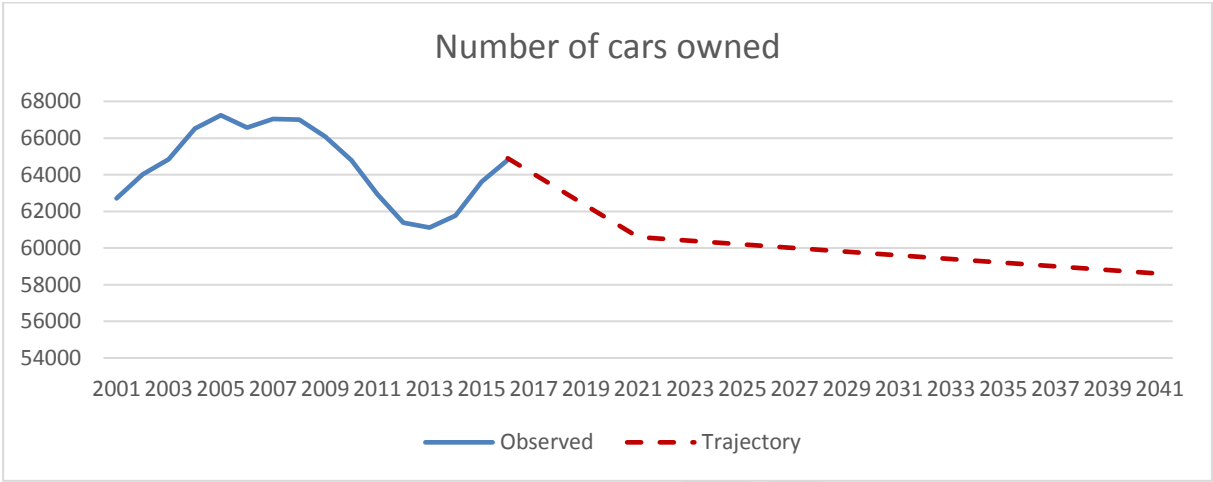
Haringey has identified an opportunity to improve efficiency in delivery vehicle transport on the network. These types of movements are becoming increasingly common with the rise in popularity of supermarket, online, and hot food deliveries. Their prevalence often means that ‘car-free’ developments still result in notable vehicle trip generation. It is common for missed deliveries to occur, resulting in multiple trips before the final delivery is achieved. This is not an efficient system and it is expected that changing consumer habits will continue this upward trend. Haringey will therefore explore options for centralised delivery hubs within optimal locations. This would allow multiple deliveries to be made to one location, reducing vehicle circulation and remove the need for repeated trips for failed deliveries and redeliveries.

Haringey is pursuing projects and programmes to reduce the number of private vehicles on the roads by supporting more appealing walking, cycling and public transport options. This projected reduction in private vehicles will reduce the traffic on London’s roads and increase the efficiency of movement on them.

**Borough Objectives**



The annual number of kilometres travelled by vehicles in London is not expected to reduce by 2021. Two estimates have been projected by 2041: a reduction of 15% and 20%. A decrease of 15% from 538 million in 2021 to 457million in 2041 would equal 81 million kilometres. A decrease of 20% from 538 million in 2021 to 430 in 2041 would equal 107 million kilometres.



The number of cars owned in London is projected to decrease from 2016 to 2021 falling further than the lowest recorded in 2014. It is predicted that there will be 4297 fewer cars owned from 2016 to 2021 from 64,897 to 60,600 respectively. This is predicted to drop a further 2000 to 58,600 by 2041. Decreasing overall by 9.7% from 2016 to 2041.

DRAFT

## Outcome 4: London's streets will be clean and green

### Challenges and opportunities

In 2001 the whole borough was declared an Air Quality Management Area (AQMA). Nitrogen Dioxide concentrations are above the EU annual average limit of 40 µg/m<sup>3</sup> surrounding several of the main roads within the borough<sup>28</sup>, and Particulate Matter (PM<sub>10</sub>) is above the World Health Organisation guideline of 20 µg/m<sup>3</sup> annual average across significant areas of the borough.

The Greater London Authority has estimated that 9,400 across the capital and over 90 in Haringey die each year due to air quality related illnesses.<sup>29 30</sup>

The London Atmospheric Emissions Inventory (LAEI) 2008 estimates the main contributing sources of PM<sub>10</sub> emissions in Haringey to be from road transport, being the largest source of particulate matter emissions (57%), followed by Agricultural / Nature emissions (17.5%). Road transport can be further divided into vehicle PM<sub>10</sub> emission sources, with heavy goods vehicles and Light Goods Vehicles contributing the greatest emissions.

To help tackle this, Haringey is prioritising the reduction of emissions from road traffic through measures to support active travel, linking transport and land use planning, improved public transport connections, car share, bike hire schemes, and expanding provision for EV charging points to encourage a shift from traditional petrol and diesel vehicles. Through this LIP there is opportunity to further build upon this by reducing numbers of internal vehicle trips and car ownership levels. The Council notes that through-traffic is a contributor to reduced air quality on the borough's main strategic routes. To realise the long-term MTS objective of being on track to reach zero emissions by 2050, the council recognises that inter-borough collaboration is essential.

The Council supports the expansion of the Ultra Low Emission Zone (ULEZ), which will come into force on the 25<sup>th</sup> October 2021 and encompasses Haringey in its entirety.

---

<sup>28</sup> Air Quality Action Plan 2010 – 2018, London Borough of Haringey

<sup>29</sup> <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/health-and-exposure-pollution>

<sup>30</sup> [https://www.haringey.gov.uk/sites/haringeygovuk/files/response\\_to\\_mayors\\_air\\_quality\\_consultation\\_nov\\_2016\\_0.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/response_to_mayors_air_quality_consultation_nov_2016_0.pdf)

This will go a long way towards tackling London's poor air quality issues, and bring Haringey further towards achieving the air quality outcomes of the MTS.

Whilst this extension is welcomed and supported by the Council, the ULEZ extension will have infrastructure and funding implications for Haringey to increase enforcement.

There is also a risk of some residents becoming disconnected; particularly low-income workers owning a non-compliant car and living in areas with limited public transport who work unsocial hours<sup>31</sup>.

Without appropriate and viable alternative transport options to these key areas, Haringey residents could be at risk of social isolation and Transport Poverty<sup>32</sup>. This can occur when those who can no longer afford a car due to the ULEZ have no alternative transport modes due to issues of affordability, accessibility and reliability, restricting people's employment and social opportunities.

The Council will therefore need to ensure that complementary works are brought forward in conjunction with the ULEZ expansion; targeting improvements to areas of low PTAL and higher deprivation.

### *Green streets*

Haringey recognises the value in terms of clean air and amenity value that trees bring. The council manages over 35,000 trees in its streets and parks, which contribute significantly to the absorption of CO<sub>2</sub> within the borough. Of these a certain number will need to be felled due to being dead, diseased or dangerous every year. The borough is committed to both replacing these trees and increasing the overall number of trees under its care. This approach has led to improvements in tree health and provided a more sustainable tree population.

The close proximity of trees, people and built structures will occasionally result in inconvenience to residents. Nuisance issues may also arise by maintaining a tree population which is diverse in age and species. Problems may include the obstruction of light into homes, leaf and fruit fall and direct or indirect damage to structures. The majority of problems can be mitigated by appropriate tree maintenance.

---

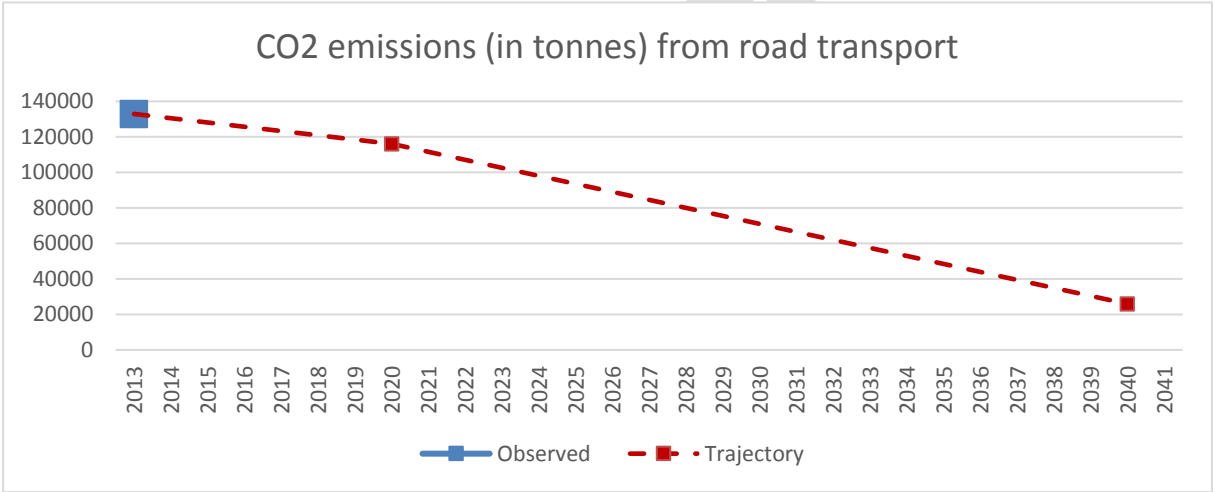
<sup>31</sup> Ultra Low Emission Zone – Further Proposals; Integrated Impact Assessment, Jacobs, December 2017

<sup>32</sup> Locked Out: Transport Poverty in England, 2012, Sustrans

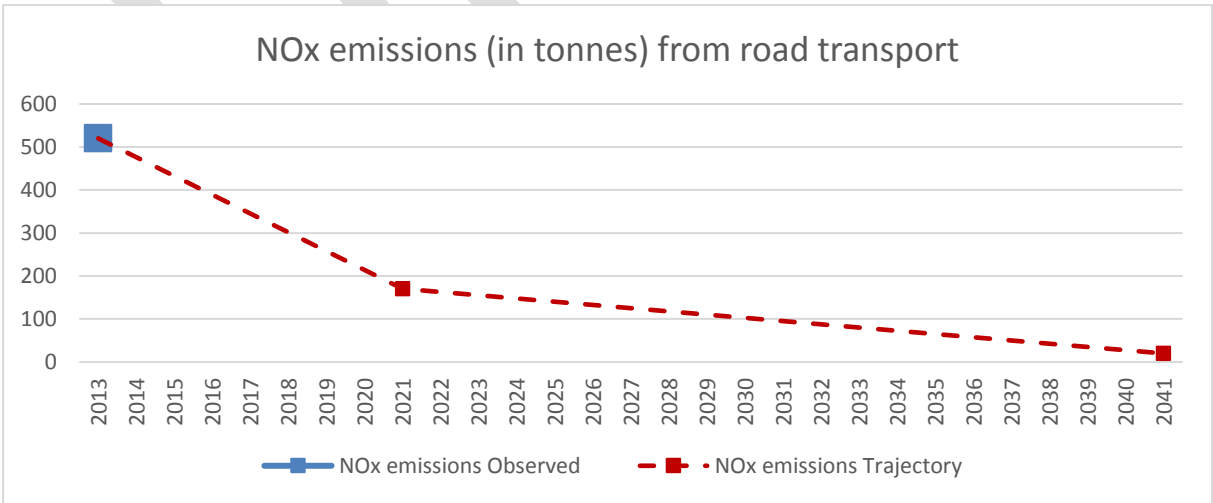
Future nuisance issues can be minimized by following the principle of planting the ‘right tree in the right place’. Careful consideration is to be given to the location of new trees and species selection.

Temperatures are often warmer in the city than surrounding rural areas and this phenomenon is known as the ‘Urban Heat Island’. The extremity and frequency of such events is likely to increase as a result of the predicted impacts of climate change over coming decades. There are a number of measures to mitigate the heat island effect, which include the planting of trees and other vegetation.

**Borough Objectives**

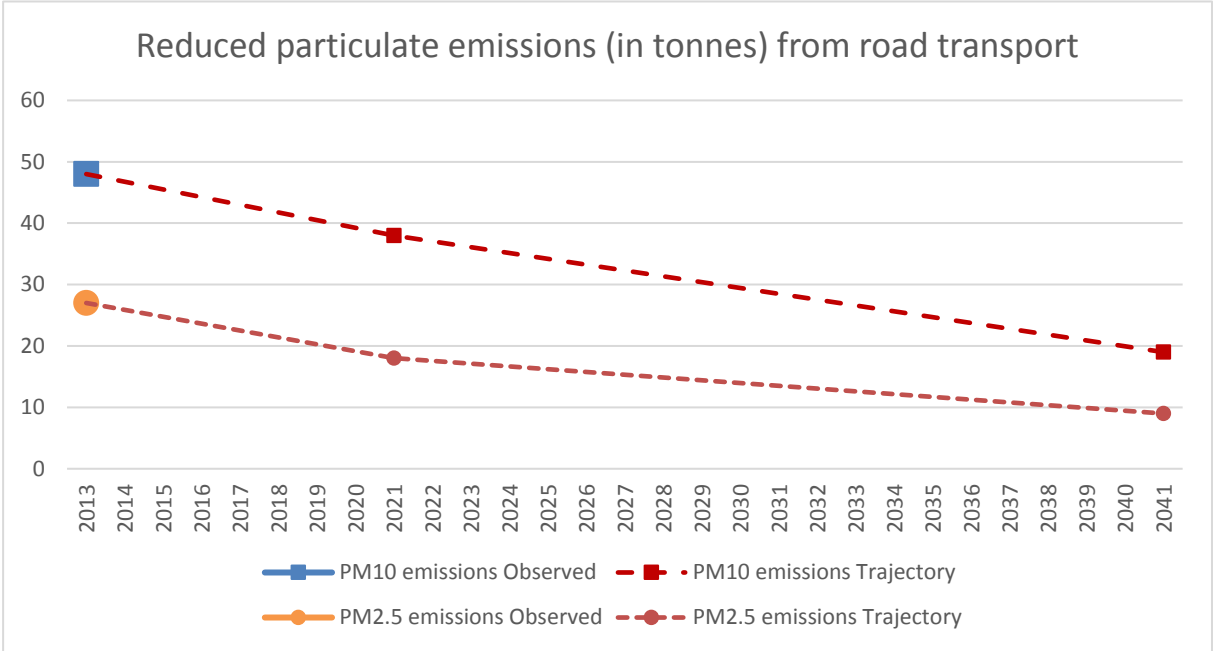


It is projected that CO2 emissions will fall from 16,800 tonnes (12.6%) from 132,900 tonnes in 2013 to 116,100 in 2021. Then a further drop of 90,200 (77.7%) to 25,900 in 2041.





NOx emissions are projected to fall significantly from the last recorded 520 tonnes in 2013 to 170 tonnes in 2021 and even further drop to 20 tonnes in 2041. This is an overall decrease of 96.2% in 28 years.



PM10 emissions are projected to fall by 10 tonnes from 48 tonnes in 2013 to 38 in 2021. This estimated to almost half by 2041 to 19 tonnes.

PM2.5 emissions are projected to fall by 9 tonnes 27 in 2013 to 18 in 2021. This is estimated to half by 2041 to 9 tonnes.

### Outcome 5: The public transport network will meet the needs of a growing London

#### Challenges and opportunities

Haringey has relatively good public transport, enabling residents access to employment opportunities in the city and the West End, which are easily accessible via rail and tube connections<sup>33</sup>. However, Haringey’s population is expected to increase by 15% over the next 10 years, putting significant pressure on the existing transport network and infrastructure.

<sup>33</sup> Haringey’s Local Plan, Strategic Policies, 2013 – 2026, pg. 35

There are 19 rail stations in Haringey, served by the London Underground, Overground and National Rail services, located predominantly to the far east of the borough. The west of the borough lacks significantly in rail infrastructure, justifying the current car ownership (Figure 9) clusters and reliance on car based commute, where there is low PTAL levels. Longer term rail infrastructure investments in the west of the borough is required, but in the meantime, improving bus priority, routing, frequency and accessibility along the feeder routes to train stations or bus interchanges and in areas of highest car use will enhance connectivity, boost attractiveness and cater to the demand of the current bus network.

Strategic Interchanges will help increase daily trips, providing more connectivity. Bus to bus, bus to rail<sup>34</sup>. Through LIP funding, there is opportunity to invest in strategic transport infrastructure that is essential for Haringey's public transport growth. Muswell Hill currently operates as an important bus to bus interchange, while Finsbury Park, Tottenham Hale and Seven Sisters/South Tottenham are identified as key strategic interchanges in the MTS. Haringey plans to optimise on their existing transport infrastructure, while spending money wisely to improve safety and easy of movement.

Greater capacity is needed on the public transport network to help deliver Haringey's regeneration plans within the borough. At peak the public transport network is very crowded, and the lack of orbital routes hinders access to employment outside of the central core. Not only does this affect residents leaving the borough, it also impacts the attractiveness of Haringey for business and other activities.

Proposed Crossrail 2 will link north east and south-east London, providing faster trains for Haringey's growing population and helping regeneration work across the borough. Two options have been presented for Crossrail 2, and both options will impact on the following train stations in Haringey; Seven Sisters, Turnpike Lane and Alexandra Palace or Wood Green<sup>35</sup>. Both options will ease crowding on existing services, provide an interchange with the Piccadilly line and bring passengers to Haringey from north of England with the planned High Speed 2 (HS2) station at Euston. London Borough of Haringey support the station at Wood Green, as it aligns with aspirations to redevelop Wood Green High Street<sup>53</sup>. Crossrail 2 providing new stations and facilities will help reduce the dominance of motor traffic, therefore improving air quality, improving

---

<sup>34</sup> Haringey Transport Strategy 2018

<sup>35</sup> Crossrail 2 face sheet: Seven Sisters to New Southgate Route Options  
[https://consultations.tfl.gov.uk/crossrail2/october2015/user\\_uploads/s2.pdf](https://consultations.tfl.gov.uk/crossrail2/october2015/user_uploads/s2.pdf)

accessibility by providing step free access and increasing public transport connectivity, making it a move viable option to attract new customers to rail.

Improving accessibility through the Mayor’s Tube accessibility programme, as addressed in MTS outcome 6 will also help in meeting the needs of a growing London and Haringey by increasing the number of step-free stations to improve accessibility to the Tube and rail networks. This significant improvement will subsequently make life easier for older and disabled people. It will also give a greater choice of travel options for everyone, and directly benefit parents and carers with children and buggies, allowing for greater uptake of public transport as mode of travel.



Figure 13: Underground and DLR crowding 2011<sup>36</sup>

Both the Victoria and Piccadilly lines are very crowded from Finsbury Park towards central London. Barking Gospel Oak line suffers from significant crowding. Similarly, there is standing capacity on national rail lines towards Tottenham Hale and Seven

<sup>36</sup> 2016 Sub Regional Transport Plan – North

Sisters (see Figure 14). Haringey acknowledges this issue will be alleviated by the Deep Tube Upgrade Programme (DTUP), by the modernisation of the Piccadilly line, affecting four underground stations in the borough. Proposal of the new rolling stock and re-signalling will increase service levels, provide more capacity, which is currently needed especially at peak, increase passenger comfort with more interior space and reduce journey times.

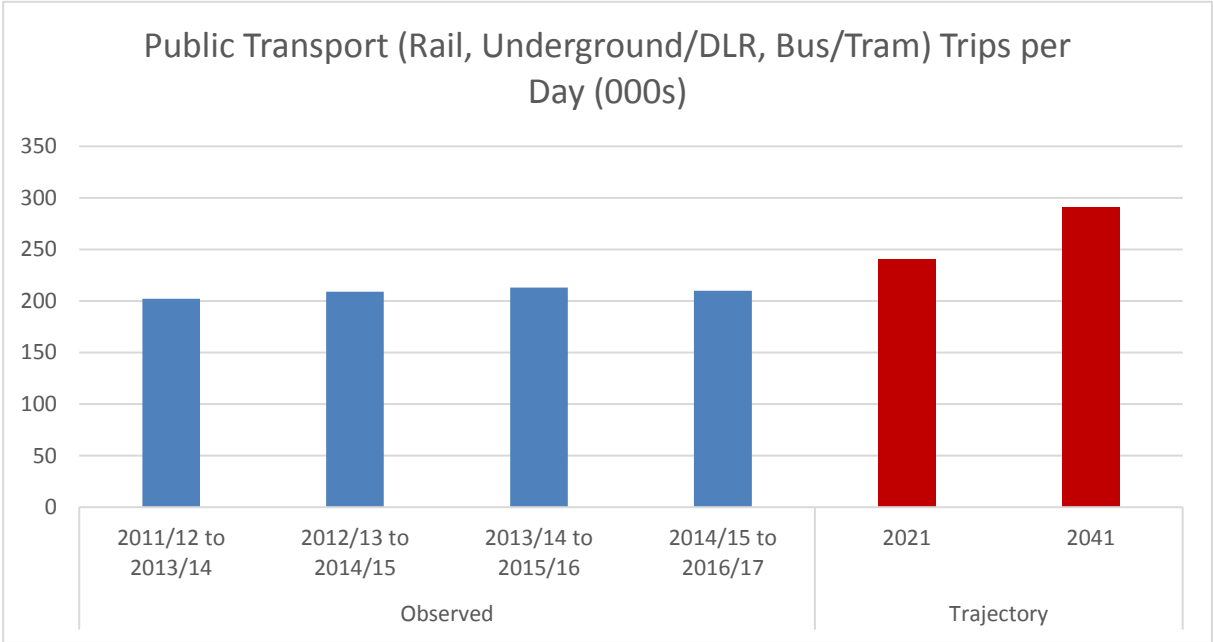


Figure 14: National Rail Crowding 2011<sup>36</sup>

Haringey's sees an opportunity with development and re-development plans, such as Tottenham High Road Corridor and Wood Green to make significant improvements to the transport infrastructure, including more trains to provide greater frequency and cater to future growth. The LIP provides an opportunity for Haringey to work with TfL, the government, GLA, private developers, operators and network rail to achieve these public transport outcomes for the borough.

Improving signage and wayfinding across Haringey will help increase the uptake of public transport and present opportunities to residents by creating more awareness of the public transport network available within the borough.

Borough Objectives



**Outcome 6: Public transport will be safe, affordable and accessible to all**

Challenges and opportunities

Improving accessibility to public transport allows those who don't own a car or who rely on alternate modes of transport to fully engage with society. However, when this is not feasible due to issues of affordability, accessibility and reliability, this can greatly restrict people's employment and social opportunities. Those who struggle to afford fares, or struggle to access public transport due to mobility issues, are consequently at risk of experiencing social exclusion.

The quality of the transport network, including poor pavements, potholes, lack of signage, accessible stations and poorly laid out junctions, all impact the quality of experience for users and their perception of safety. Furthermore, as discussed in outcome 7, congestion not only impacts travel time but also perceptions of safety due to crowding on roads and train platforms. These factors subsequently impact the frequency of network use.

Sustrans defines this as Transport Poverty<sup>37</sup>, and highlights the increasing lack of affordable housing in London and places new importance on transport in tackling social exclusion;

- TfL should commit to expanding the bus network in London (typically the preferred mode of transport for low-income groups) as a means of effectively improving transport provision in areas of highest need.
- Ring-fenced funding for walking and cycling through the LIPs process should be provided to better meet people's local travel needs.
- TfL should revise its ticketing policy (especially regarding rail and underground zoning) to address social exclusion concerns.

This is a prominent issue in Haringey where an east-west divide is apparent due to the north-south railway line running through the centre of the borough. To the east of the line, residents have restricted car access and higher levels of deprivation meaning residents struggle to access public transport. Public transport is the most effective way for people to travel over distances that are too long to walk or cycle and shift from private car use. For Haringey, there could be a correlation between the lack of orbital routes available within the borough, car ownership and low levels of employment.

Haringey aims to provide a network that is accessible for all ages and mobility levels. The borough is currently working with TfL to implement bus stop clearways at every bus stop, provide adequate height kerbs and improve waiting areas. This work will continue to ensure the improvement of accessibility to bus services.

Haringey aspires to have a high quality accessible and wheelchair friendly public transport network by 2026. However, as illustrated in Figure 3, currently none of the four underground stations have step-free access, only two of the nine rail stations are fully step-free, and two out of three interchanges are partially step-free. The borough will work with TfL and National Rail to bring all stations to an acceptable standard of accessibility.

---

<sup>37</sup> Locked Out: Transport Poverty in England, 2012, Sustrans

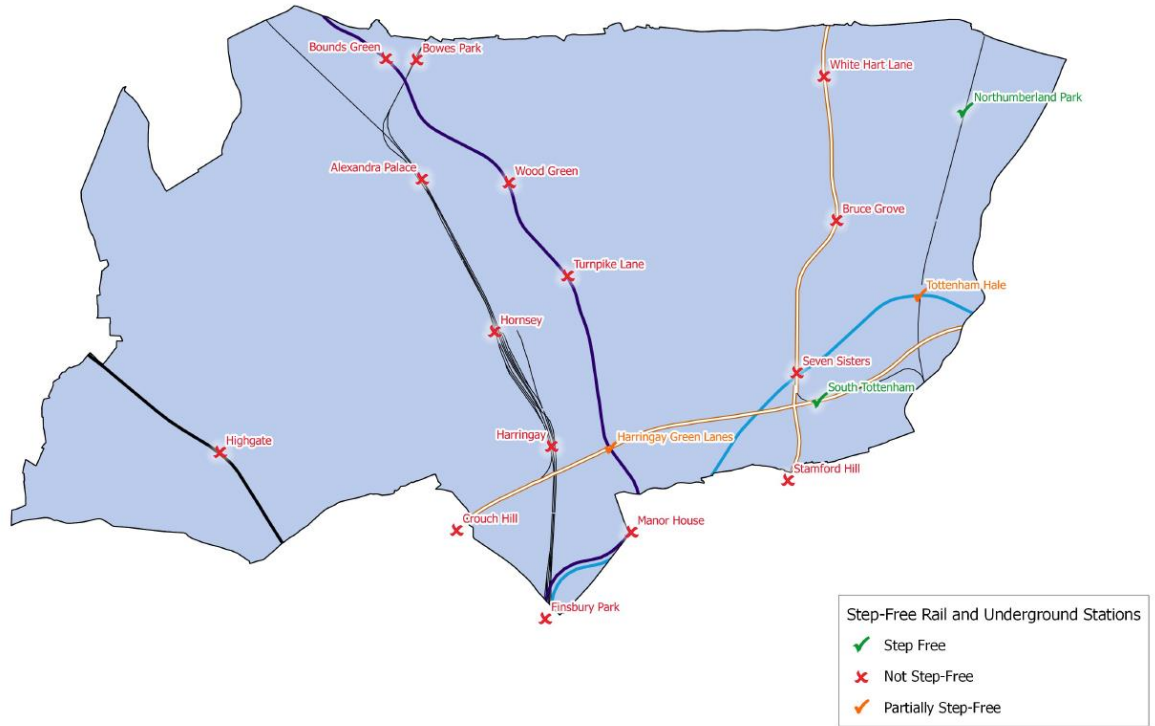
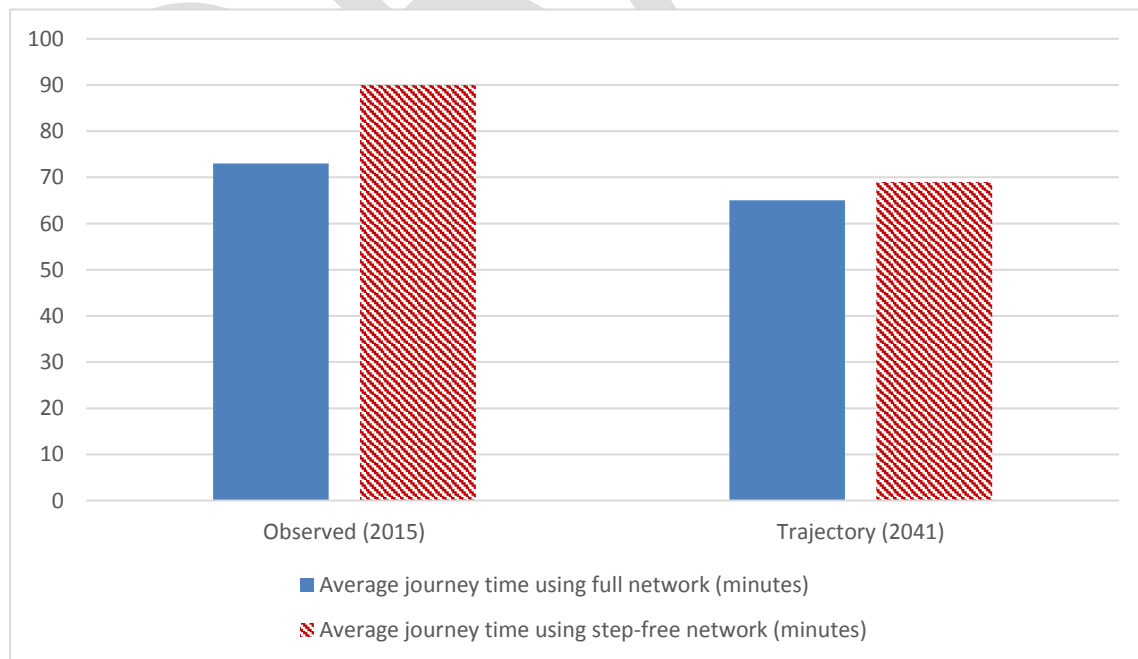


Figure 15: Step - Free Access at Train Stations in the Borough of Haringey  
 Borough Objectives





## Outcome 7: Journeys by public transport will be pleasant, fast and reliable

### Challenges and opportunities

Choices in travel modes are subject to many variables, dependent on factors from an individual's demographic and attitude towards public transport, to their aim of travel and the time of day<sup>38</sup>. However, the pleasantness, journey time and reliability are consistent influential factors in travellers' mode choices.

As discussed in the previous section, the rail network experiences passenger crowding within Haringey, Figure 13: Underground and DLR crowding 2011. This of course affects journey comfort; however, it also has the potential to impact on journey times and reliability in severe cases where crowding prevents boarding at stations.

On lines with high frequency services, passenger delays due to crowding can be minimised. The underground services through the borough (Northern, Piccadilly and Victoria Line) all provide a level high of frequency, however this is not the case for National Rail services, see Figure 16.

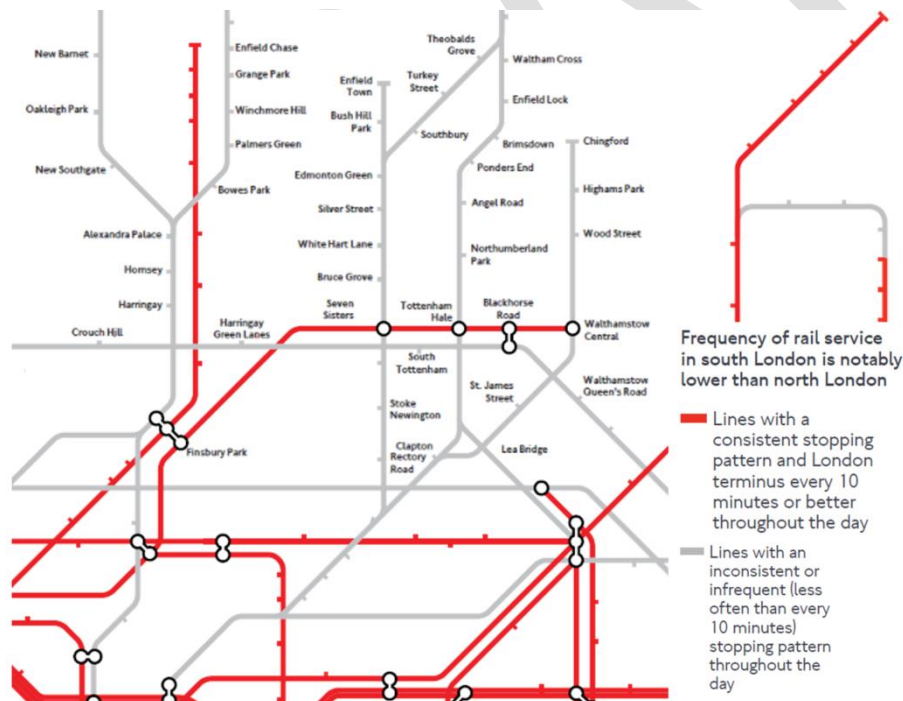


Figure 16: Station Frequency 2015

<sup>38</sup> Exploring factors related to users' experience of public transport route choice: influence of context and users' profiles, E. Grison, V. Gyselinck and J-M Burkhardt, 2015

Frequency is key in the overall perception of a quality of service<sup>39</sup>, which is an influential driver in passenger mode choice. Higher frequencies in Haringey will allow for more passengers, and greater reliability. The Council therefore recognises that improvements to service frequency and accessibility will be key in achieving the aims of MTS Outcome 7. For example, improving the frequency on National Rail from Stratford to Tottenham Hale will unlock this part of east London to Haringey residents, making new job opportunities created by Stratford City more accessible to them.

It is inevitable in the context of the population growth that these pressures will continue to grow, even if we continue to drive the downwards trend in car use. Traffic volume on Haringey roads has reduced since 2001. However, there are congestion hotspots including in town centres and on the strategic road network. There is evidence that car ownership has also stabilised in recent years. Travel patterns are becoming more complex, particularly at peak times with commuting and the “school run”. The borough is relatively well served by north-south routes, but movement east-west, particularly by public transport, is often difficult<sup>40</sup>.

Buses get caught up in Haringey’s road network congestion, especially in the morning peak when traffic speeds are typically 10mph on average with buses caught in the slow-moving traffic. Reallocation of road space to bus priority improvements with mitigation would support improved bus journey time, reliability and customer satisfaction<sup>41</sup>. Bus travel provides the opportunity to complement Haringey’s rail network by providing an alternative, and serving passenger requirements where rail falls short. The relative flexibility of bus infrastructure provides greater scope for improvement and the opportunity for new bus routes where the need is identified.

---

<sup>39</sup> East and South-East London Sub-Regional Transport Plan, 2016 Update, TfL

<sup>40</sup> Haringey’s Local Plan, Strategic Policies 2013 – 2026, March 2013

<sup>41</sup> [https://www.london.gov.uk/sites/default/files/Transport%20Supporting%20Paper\\_3.pdf](https://www.london.gov.uk/sites/default/files/Transport%20Supporting%20Paper_3.pdf), pg. 34

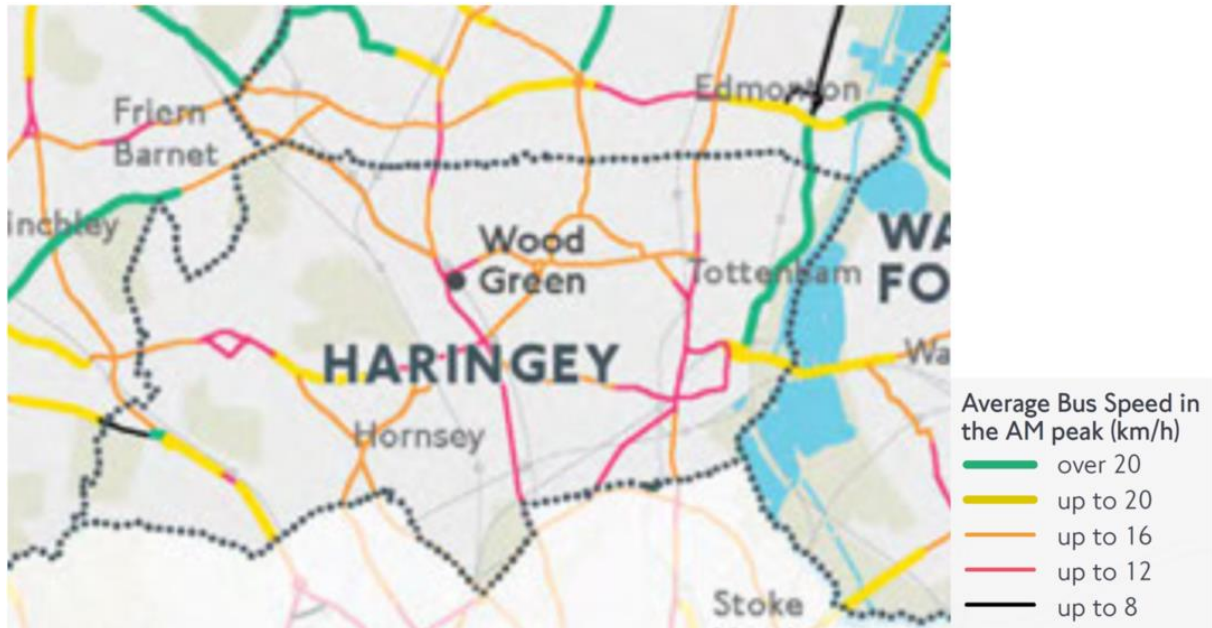
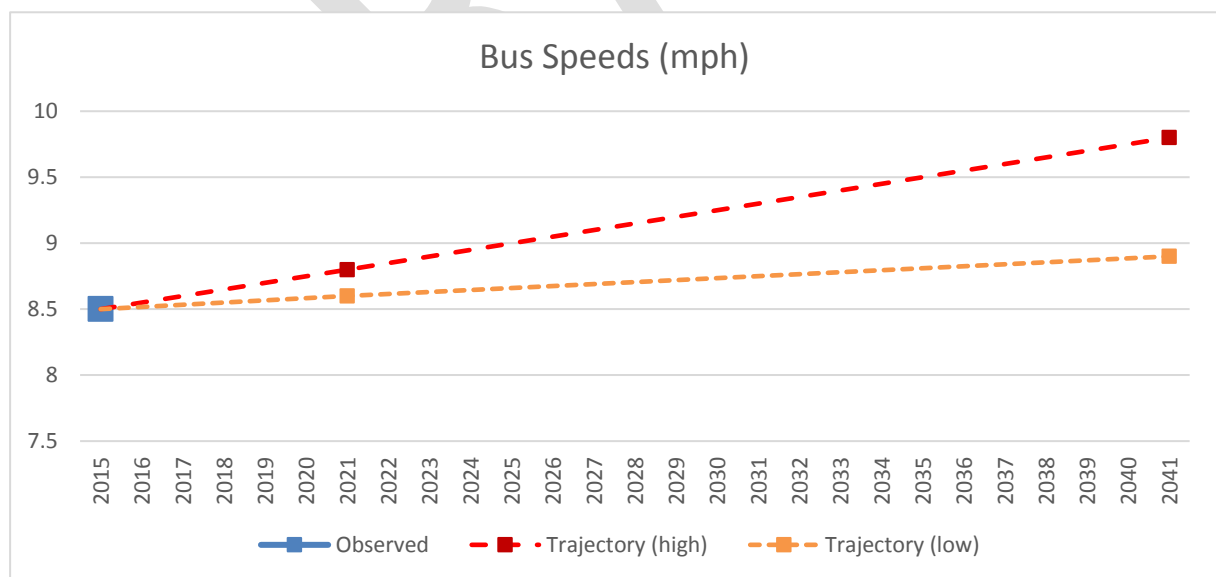


Figure 17: Bus Speeds (AM peak) 2013<sup>36</sup>

Competing demand for available road space from different road users, including buses, cyclists, pedestrians and vehicles can create issues with congestion as well. This leads to longer travel times thus modes will have to be prioritised in certain corridors to achieve strategic outcomes.

### Borough Objectives



## Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

### Challenges and opportunities

Haringey has significant growth targets for housing, with 1,502 homes per annum to be delivered in Haringey to meet the projected population growth within London. Further, the number of jobs in Haringey are projected to rise more than any other borough by 29.5% to 95,000 between 2011 and 2036<sup>42</sup>.

The Borough's Strategic Policies Development Plan Document (DPD) outlines a vision statement for Haringey in 2026 relating to environmental sustainability;

*"Growth in Haringey is now managed to support sustainable communities. Growth is environmentally sustainable in its minimisation of the borough's contribution to climate change through location and design in the built environment, the promotion of reducing, reusing and recycling as a way of life, encouraging energy efficiency and using renewable energy, and by using and promoting sustainable travel modes and patterns. Haringey has a network of cycle lanes and secure bike parks, encouraging greater levels of cycling and walking, while also promoting the use of public and greener transport."*<sup>43</sup>

The above will underpin the Borough's delivery of new development whilst achieving this MTS Outcome.

The Strategic Policies DPD outlines Haringey's 'Spatial Strategy' for new development<sup>44</sup>. This aims to manage future growth through managing development locations to be at or near transport hubs, limiting development elsewhere. The Strategy states that this will;

- Focus growth on places that can support higher density development;
- Allow the Borough to better shape places by promoting high quality design of buildings and places, securing necessary infrastructure, providing an appropriate mix of uses, including community facilities and securing regeneration benefits; and

---

<sup>42</sup> Strategic Policies Development Plan Document, London Borough of Haringey, 2013 (2017 alterations)

<sup>43</sup> Strategic Policies DPD, London Borough of Haringey, 2013 (2017 alterations), page 37

<sup>44</sup> Strategic Policies DPD, London Borough of Haringey, 2013 (2017 alterations), page 42

- Through promoting larger schemes, increase the Borough's ability to provide more sustainable places.

The Council recognises that not all development can be focussed at or near key transport hubs if the Borough is to meet its housing and employment growth targets. The disparity between the east and west of the Borough in rail infrastructure also risks an uneven development pattern focussed in the east. This is reflected in the Strategic Policies DPD, which recognises that the west of the Borough is predominantly residential in character with several designated Conservation Areas. The Council therefore envisages development in these areas to be of an incremental nature, and avoiding changing the character of these areas.

The Council's development management policies<sup>45</sup> are contributing towards the promotion of sustainable travel in new developments, such as;

- A requirement that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel
- Support for the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity.
- Encouraging improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs
- A requirement to submit a Travel Plan alongside proposals that are above a Transport for London's size thresholds
- A restrained and balanced approach to car parking in line with the London Plan standards<sup>46</sup>, supporting proposals for new development with limited or no on-site parking where accessibility criteria are met
- Encouraging contributions to or provision of car club bays as an alternative to on-site car parking

With the ambitious growth that Haringey is set to experience, there is a need for wider sustainable travel infrastructure to support the above measures. Creating a comprehensive public transport network that is accessible and safe for all and encourages residents to choose more sustainable modes of transport including public transport, walking and cycling.

---

<sup>45</sup> Development Management DPD, London Borough of Haringey, 2017

<sup>46</sup> London Plan, Parking Addendum to Chapter 6, GLA, 2016

Enough capacity to support this growth will need to be unlocked to maintain acceptable levels of comfort, speed and reliability or risk undermining the appeal of public transport for new development occupiers.

As discussed previously, the west of the Borough generally has lower public transport accessibility, and whilst development will be more incremental in this area, the Council needs to consider appropriate infrastructure to support new residents in making positive transport choices. The Council's ambitions to make Haringey one of the most cycling and pedestrian friendly Boroughs in London, with active travel the default choice<sup>47</sup>, will assist in achieving this MTS Outcome in the west of the Borough.

A key challenge for the Council will be to improve the public transport and active travel infrastructure in development areas prior to the occupation of new developments.

Commuting mode changes are most likely to occur with a change in distance to work associated with a new job or home<sup>48</sup>. It is therefore important that high-quality infrastructure is present on occupation, when new businesses and commuters are most likely to form new travel habits as they relocate.

## Borough Objectives

### *Car dependency will be reduced and more people will live in well-connected areas*

Haringey's Local Plan policies aim to focus growth in areas that can support it with high public transport accessibility. In conjunction with TfL, the Borough will explore opportunities for improved bus services and new routes in the lowest PTAL areas. It will also aim to supplement the gap in transport provision with active travel infrastructure to encourage walking and cycling, with the aim of making active travel the easier choice.

## **Outcome 9: Transport investment will unlock the delivery of new homes and jobs'**

### Challenges and opportunities

The Council has identified the key local areas of Tottenham and Wood Green for investment, with the aim of encouraging regeneration and growth through the guided

---

<sup>47</sup> Transport Strategy, London Borough of Haringey, 2018

<sup>48</sup> Changes to commute mode: The role of life events, spatial context and environmental attitude, B. Clark, K. Chatterjee, S. Melia, 2016

delivery of new homes, jobs and infrastructure. An Area Action Plan (AAP) for Tottenham was adopted in 2017, and a draft AAP has been developed for Wood Green. The AAPs outline clear planning guidelines and policies for the areas.

Tottenham AAP<sup>49</sup> comprises the wards of Northumberland Park, Tottenham Hale and Tottenham Green, and parts of Bruce Grove, St Ann's and Seven Sisters, located in the east of the Borough. It is one of the Borough's most deprived areas, falling within the top 20% most deprived areas in England (see Figure 7). The AAP aims to build on the area's existing high public transport accessibility and other assets to provide a coordinated regeneration of Tottenham, including the transformation of Tottenham Hale through a new District Centre focussed around the rail station.

The Tottenham AAP outlines that improvements are already underway in Tottenham, with the Council working to improve the connections within Tottenham for all types of transport – including walking and cycling. Furthermore, over the AAP period, Tottenham is expected to see significant investment in public transport, including;

- A new intermodal station at Tottenham Hale
- A new entrance to White Hart Lane station
- Three tracking of the West Anglia Main Line
- Electrification and longer trains on the Barking – Gospel Oak Line
- Improvements in frequency between Stratford and Angel road via Tottenham Hale
- Improvements in road, bus, cycle and pedestrian networks
- Crossrail 2 stations at Seven Sisters, Tottenham Hale and Northumberland Park by 2026

All of the above will significantly increase the accessibility of Tottenham and increase capacity to accommodate the growth aspirations of this area. Improvements to bus and rail connectivity will contribute towards the sustainable growth of the retail and sector and Tottenham Hale District Centre, through combating the perception that high levels of customer parking are necessary if town centres are to attract shoppers.

Plans for the transformation of Wood Green through the emerging Area Action Plan were consulted on between February and March 2018. Wood Green is an important centre located in the central north of the Borough serving a large catchment of north London. The Council recognises that improving the economy in Wood Green will have

---

<sup>49</sup> Tottenham Area Action Plan, London Borough of Haringey, July 2017



knock-on benefits for a wide area of north London. The Draft AAP<sup>50</sup> outlines ambitious plans for the transformation of the area to deliver 6,400 new homes, 4,000 new jobs and a thriving, prosperous, green town centre. In order to support growth, the document details the importance of improving east-west connections to complement the existing strong north-south links. Planned enhancements to rail capacity, including Crossrail 2, will provide a significant boost to the area's growth potential, however to ensure that the wider areas of the Borough benefit, stronger orbital links are required.

The Council aims to supplement east-west links through investment in walking and cycling infrastructure. A Quietway cycle route going north-south Quietway is being developed which would support radial journeys from Wood Green towards Central London. Improvements to signage and pedestrian crossing facilities will be implemented, to enhance the pedestrian experience and encourage visitors, elevating Wood Green's status as a metropolitan centre.

Haringey will also undertake works to support major growth plans in neighbouring boroughs. Through cross-borough collaboration, Haringey will both support and benefit from the growth in surrounding areas. By improving links to neighbouring growth areas, Haringey unlocks its own potential to attract new residents and business to the Borough.

The London Borough of Hackney has produced an AAP for the Manor House area<sup>51</sup>, which is bordered to the north-west by Finsbury Park within Haringey. A key junction within the AAP is the Seven Sisters Road / Green Lanes junction, of which the entrance to Finsbury Park, situated in Haringey, is an important feature. As such, the Manor House AAP has considered the interface between Manor House junction and Finsbury park as integral to the AAP. However, this is within the control of Haringey, and the Council intends to take forward improvement works to this area to complement the wider Manor House proposals, informed by a detailed design study for Finsbury Park entrance legibility and access improvements. These improvements will draw people into the park and Haringey, creating active frontages and opportunity for business and café uses around the park entrance.

London Borough of Enfield is bringing forward a large-scale regeneration programme at Meridian Water, located next to Haringey's north-eastern boundary, and neighbouring the Lee Valley Regional Park. The proposals will bring 10,000 new

---

<sup>50</sup> Wood Green Area Action Plan Preferred Option, London Borough of Haringey, 2018

<sup>51</sup> Manor House Area Action Plan, London Borough of Hackney, 2013

homes and thousands of jobs to the area<sup>52</sup>. The greater capacity for employment will attract growth and investment both within Enfield and neighbouring areas of Haringey. The Council therefore recognises the importance of maximising the opportunities that this project brings by strengthening links between the areas, including better, and safer, use of the Lea Navigation Canal towpath.

### **Borough Objectives**

The Council will explore opportunities to improve east-west links for walking and cycling to improve access to the key growth areas of Wood Green and Tottenham, particularly from the west of the Borough which is subject to a level of severance from the Great Northern rail line. These improvements will open opportunity for all areas of the Borough to benefit fully from the growth aspirations in these areas, and fuel further growth through improved access.

The Council will work with TfL to improve east-west bus links to these areas, and will fully support the significant investment in rail infrastructure that is planned for the Borough. Schemes such as the opening of Crossrail 2, increases to capacity and frequency, and improvements to Tottenham Hale and White Hart Lane stations, will unlock the full potential for encouraging growth within the Borough.

### **Other Mayoral Strategies**

#### **Vision Zero Action Plan, July 2018**

Every year more than 2,000 people are killed or seriously injured on London's streets. In London in 2016, more than 30,000 people were injured in road collisions. People from more deprived areas, some ethnic minorities, disabled people, children and older people are disproportionately affected by road danger. People are more at risk per journey when walking and cycling in outer London than in central London.

The Mayor, together with TfL, has produced this action plan to set out a programme to achieve the aim of Vision Zero; to eliminate all deaths and serious injuries on London's transport network.

As part of this, the action plan sets out aims to extend the current 20mph speed limits in force on the Transport for London Road Network (TLRN). These new speed limits will apply to the A10 from Bruce Grove, and A503 from Seven Sisters to the southern Borough boundary. The Borough will work with TfL to achieve this, which will assist in

---

<sup>52</sup> [www.meridianwater.co.uk](http://www.meridianwater.co.uk)

the achievement of both the Vision Zero aim and the LIP objective of making Haringey's streets less congested and safer.

#### Walking Action Plan, July 2018

Walking is at the heart of the MTS, and is integral to achieving the overall mode share aim of 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. The vision of the action plan is to make London the world's most walkable city where walking is the most obvious, enjoyable and attractive means of travel for all short trips.

Providing an attractive walking environment for pedestrians in Haringey will be essential in achieving the objectives of this LIP. All four of the LIP outcomes will be achieved to some extent through improving walkability. The Walking Action Plan states;

*“Enabling more people to travel on foot will make London’s streets more efficient. A better walking environment will help connect communities and reduce road danger, air pollution, noise, and health and economic inequalities. Our streets will provide places where people want to spend time, and walking will boost local economies, as well as helping to create a well-functioning city.”*  
(page 11)

#### London Environment Strategy, May 2018

The Environment Strategy outlines the Mayor's aspiration to turn London into a zero-carbon city, and to have the best air quality of any major world city by 2050.

With road traffic being the biggest contributor to air pollution, this LIP's aspiration to reduce carbon emissions from transport will support The Environment Strategy in achieving these aims.

#### London Housing Strategy, May 2018

As part of the Mayor's vision for good growth, the Housing Strategy outlines five priorities:

- Building homes for Londoners
- Delivering genuinely affordable homes
- High quality homes and inclusive neighbourhoods
- A fairer deal for private renters and leaseholders
- Tackling homelessness and helping rough sleepers

The objectives set through this MTS will contribute towards the first three priorities, as Haringey works to unlock opportunities for new development through investment in its walking and cycling network and working with TfL to create new links and capacity on its public transport network.

The Borough's aims to make Haringey walking and cycling network pleasant and accessible to all will support new development in creating inclusive neighbourhoods, and creating a Borough where pleasant, reliable and attractive transport options are available without the need to own a car will create an inclusive network where everyone can access the goods, services and opportunities they need to thrive.

#### [Draft London Economic Development Strategy, December 2017](#)

The Draft Economic Development Strategy centres on a vision to create a fairer and more inclusive economy, where 'no one finds themselves locked out from opportunity'.

This vision will be supported in Haringey, where the Council aims to be a socially inclusive borough that tackles poverty and disadvantage. This will be achieved through transport improvement measures aiming to promote high levels of cycling amongst residents from all backgrounds and communities in Haringey.

The Strategy recognises the role that London's transport plays in encouraging economic growth, and the pressures this growth puts on the network. It identifies the current capacity and crowding constraints on the public transport network, and the requirement to encourage a modal shift from private vehicle use. Solving these issues will aid in supporting economic growth in London and the objectives set out within this LIP will support in achieving this. This will also be achieved through the Walking and Cycling Action Plan (2018) for the Borough, which will act as a daughter plan to the LIP3.

#### [Draft London Culture Strategy, March 2018](#)

The Mayor's Vision for culture is based on four priorities:

- Love London: more people experiencing and creating culture on their doorstep
- Culture and Good Growth: supporting, saving and sustaining cultural places and spaces
- Creative Londoners – investing in a diverse creative workforce for the future
- World City – maintaining a global powerhouse in a post-Brexit world

Haringey aims to create a street network that is appealing to active travel, which in itself is a more social activity than alternative transport modes. These modes enable

people to experience their surroundings at a more intimate level and engage with local cultural places and spaces.

#### [Draft Health Inequalities Strategy, August 2017](#)

One of the Mayor's key ambitions for this Strategy is to create Healthy Places. The Strategy aims to create healthy, pleasant streets and green spaces with good air quality.

This directly aligns with both the MTS outcomes and those of this LIP, which aims to improve air quality on Haringey's streets with a reduction in carbon emissions from transport.

#### [Walking and Cycling Strategy, 2018](#)

The Walking and Cycling strategy sets out Haringey Council's commitment to improving conditions for cycling and walking in the borough with a programme of actions for the period of 2018 to 2028.

The central aim of the strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, with a goal to increase cycling numbers from 600,000 to 1,500,000 by 2028, reflecting aspirations of the MTS outcomes, Haringey's transport strategy and LIP3.

### **3. The Delivery Plan**

#### **Introduction**

This chapter sets out our Delivery Plan for achieving the objectives of this LIP. It includes:

- Linkages to Mayor's Transport Strategy priorities
- A list of potential funding sources for the period 2019/20 to 2021/22;
- Long-term interventions
- Three-year indicative Programme of Investment for period 2019/20 to 2021/22
- A detailed annual programme for 2019/20

#### **Linkages to the Mayor's Transport Strategy priorities**

The Delivery Plan was developed to align the borough's projects and programmes with the policy framework of the Mayor's Transport Strategy, the overarching mode share aim, each of the nine outcomes, and the relevant policies and proposals.

Table 1 outlines the linkages between the projects and proposals included in the Delivery Plan, and the MTS outcomes that they contribute towards achieving.

**Table 1: Linkages between LIP projects and programmes and the Mayor’s Transport Strategy outcomes**

Project / Programme		MTS mode share	MTS outcomes							
		Improving active, efficient and sustainable mode share	No 1:-Active	No 2:- Safe	No 3:-Efficient	No 4:- Clean & Green	No 5:- Connected	No 6:- Accessible	No 7:- Quality	Nos 8 & 9 Sustainable Growth/Unlocking
	<b>Corridors, Neighbourhoods and Supporting Measures</b>	✓	✓	✓	✓	✓	✓	✓		
1	<p><u>Local Safety Schemes (LSS)</u></p> <p>Schemes aimed at reducing crashes at locations where a number of collisions have occurred.</p> <ul style="list-style-type: none"> <li>- Improving crossings</li> <li>- Better signing and road markings</li> <li>- Resurfacing the road</li> <li>- Traffic calming</li> </ul>			✓	✓			✓		✓
2	<p><u>Traffic Calming and Community Streets (TCCS)</u></p> <p>The objective of traffic calming is to improve driver behaviour and control speed to a level in keeping with the surrounding</p>		✓	✓	✓	✓	✓	✓	✓	



	<p>urban streets environment. It can reduce community severance as well.</p> <ul style="list-style-type: none"> <li>- Vertical speed calming measures</li> <li>- Modal filters</li> <li>- 20mph zone/limits</li> <li>- Road narrowing features</li> <li>- Local traffic management</li> </ul>									
3	<p><u>Walking and Cycling (WC)</u></p> <p>Making provisions and improvements to facilitate walking and cycling.</p> <ul style="list-style-type: none"> <li>- Segregated cycle lanes/advance stops</li> <li>- Footpath widening</li> <li>- Bike hangers and cycle parking</li> <li>- Softer measures including behaviour change</li> <li>- Cycle training</li> <li>- Pop up cycle maintenance</li> <li>- Access Improvements</li> <li>- Improving wayfinding</li> <li>- Pedestrianisation</li> </ul>	✓	✓	✓	✓	✓				✓
4	<p><u>Smart Travel (ST)</u></p> <ul style="list-style-type: none"> <li>- Active travel project</li> <li>- Personal travel planning</li> <li>- Walking promotion activities</li> <li>- Marketing</li> <li>- Road shows/community engagement</li> <li>- Reducing child casualties</li> <li>- Schools mode shift</li> </ul>	✓	✓			✓	✓			✓

	<ul style="list-style-type: none"> <li>- School Road safety schemes</li> <li>- Motorcycle Pit-Stop</li> </ul>									
5	<p><u>Liveable Neighbourhoods (LN)</u></p> <ul style="list-style-type: none"> <li>- Air Quality improvement</li> <li>- Reduce traffic and reliance on private car</li> <li>- Increased mode share in cycling and walking</li> <li>- Improving community involvement and engagement</li> <li>- EV infrastructure</li> <li>- Innovation in transport/logistic</li> <li>- Accessibility improvement</li> <li>- Safer pedestrian movement</li> <li>- Education and behaviour change</li> </ul>	✓	✓	✓		✓	✓	✓	✓	✓
6	<p><u>Public Transport (PT)</u></p> <ul style="list-style-type: none"> <li>- Bus priority</li> <li>- Accessibility / Step free access</li> <li>- Surrounding Bus stop / station improvements</li> <li>- Interchanges and hubs</li> <li>- Personalised journey planning</li> <li>- Incentives and initiatives</li> <li>- Supporting TfL Bus Review</li> </ul>	✓			✓	✓	✓	✓	✓	✓

## TfL Business Plan

In developing and preparing the borough's programme of works (as outlined in the Delivery Plan), the borough has considered the Mayor's aspiration to deliver the major projects in TfL's Business Plan and the milestones associated with these projects – including major infrastructure associated with Growth Areas and Opportunity Areas.

The following TfL projects have implications for the Borough.

- Delivery of Crossrail 2

### **Buses:**

- Bus priority
- Addressing air pollution through electrification / low emission zones
- Inner and outer London bus review

### **Rail:**

- White Hart Lane station
- Step Free / Access improvements

### **Underground:**

- Deep Tube Upgrade Programme
- Increasing accessibility including step free access
- Reducing our energy use and carbon footprint

### **Other:**

- Ultra Low Emission Zones (ULEZ)
- Dial – a – Ride
- Cycle future routes

## Implications for borough

Crossrail 2 will link north east and south-east London, providing faster trains for Haringey's growing population and helping regeneration work across the borough. Two options have been presented for Crossrail 2, and both options will impact on the following train stations in Haringey; Seven Sisters, Turnpike Lane and Alexandra Palace or Wood Green<sup>53</sup>. Both options will reduce crowding on existing services, provide an interchange with the Piccadilly line and bring passengers to Haringey from north of England with the planned High Speed 2 (HS2) station at Euston. London Borough of Haringey support the station at Wood Green, as it aligns with aspirations to regenerate Wood Green<sup>53</sup>. Crossrail 2 providing new stations and facilities will help attract new customers to public transport and increase rail uptake.

There will be temporary noise and construction disruptions to the surrounding environment caused by Crossrail 2. The council will work with Crossrail 2 to minimise disruptions and impacts on residents during construction and implementation. Haringey will environmentally benefit long term from Crossrail 2 by reducing the dominance of motor traffic, therefore improving air quality, improving accessibility by providing step free access and increasing public transport connectivity, making it a more viable option. Crossrail 2 will also support the boroughs future economic, employment and housing growth.

Haringey as an inner London borough will be affected by the Mayor's plan to reduce bus services in Central and Inner London<sup>54</sup> as part of the means to improving air quality and improving bus services. This would mean a reduction in bus service frequencies for Haringey which could risk making bus travel less attractive. Real time journey information would need to be sufficient for people to make informed travel choices. However, the council recognises the need to review the bus network to make sure it is fit for purpose in Haringey and to minimise disruptions to journeys.

Haringey will also be affected by the Mayor's aspirations of having more bus priority on London's streets to make public transport appealing by improving bus journey times and reliability, making it a practical choice for Londoners<sup>55</sup>. Implications for Haringey will include prioritising bus priority as part of their delivery programme, changes in the road layout when delivering bus priority, providing for multiple modes along the same corridors and additional monitoring infrastructure will be required to enforce bus lanes.

---

<sup>53</sup> Crossrail 2 face sheet: Seven Sisters to New Southgate Route Options  
[https://consultations.tfl.gov.uk/crossrail2/october2015/user\\_uploads/s2.pdf](https://consultations.tfl.gov.uk/crossrail2/october2015/user_uploads/s2.pdf)

<sup>54</sup> Business Plan 2018/19 to 2022/26, TfL, page 52

<sup>55</sup> Press Releases, Strategy for the future of London's transport, <https://www.london.gov.uk/press-releases/mayoral/strategy-for-the-future-of-londons-transport>

Haringey from High Road to Green Lanes and Edmonton to Seven Sisters are part of the Low Emission Bus Zone, set to be completed by 2019. The zones have been prioritised in the worst quality hotspots outside central London, and the roll out of the green bus fleet will help the residents in Haringey to breathe cleaner air, provide quieter buses and a more comfortable bus journey experience. Implications for the borough would include increasing deterioration in air quality if implementation timelines slip or bus companies are unable to invest in low carbon emission buses.

The upgrade of White Hart Station is part of the wider regeneration of Tottenham, providing a ticket hall connecting with Tottenham High Road, step-free access via lifts and new cycle parking, wayfinding. Once completed the station will be accessible to all, the entrance providing better connections to the local area, supporting new homes and jobs created in Tottenham<sup>56</sup>. The existing fleet is to be replaced by brand new trains through the White Hart Lane station route on the London Overground. The new rolling stock will help in improving air quality with its new technology, improving capacity, reliability and safety. Overall, the station upgrade combined with new fleets and new developments will improve journeys for passengers and enable residents of Haringey to better enjoy their surroundings, whilst encouraging more people to travel sustainably. It will also help with the flows of supporters travelling to the new Spurs stadium for matches and events.

Population growth for Haringey is expected to rise by 18% between 2018 and 2041<sup>57</sup>, increasing demand on London's Underground which links to wider London. This issue will be alleviated by the Deep Tube Upgrade Programme (DTUP), by the modernisation of the Piccadilly line, affecting four underground stations in Haringey. Proposal of the new rolling stock and re-signalling will increase service levels, provide more capacity, which is currently needed especially at peak, increase passenger comfort with more interior space and reduce journey times. For Haringey to gain these benefits from the DTUP, enabling and construction impacts are recognised by the borough; interference with accessibility at stations, surrounding network and station closures. During the period of construction and implementation, a dip in patronage numbers could occur, if people are inconvenienced beyond their expectation.

Haringey falls within the boundary for extended Ultra Low Emission Zone (ULEZ) which will come into force on the 25<sup>th</sup> October 2021. Haringey strongly support commencing the ULEZ in 2019, to ensure benefits from the scheme are achieved as

---

<sup>56</sup> Transformation of White Hart Lane station moved a step closer, <https://tfl.gov.uk/info-for/media/press-releases/2017/july/transformation-of-white-hart-lane-station-moves-a-step-closer>

<sup>57</sup> GLA Intelligence Unit, Greater London Authority

soon as possible<sup>58</sup>. This will assist in tackling London's poor air quality issues. Whilst this extension is welcomed and supported by the Council, there will be infrastructure and funding implications for Haringey. Changing fleets to low emission electric vehicles will depend on Council and residents' affordability, mainly affecting the lower socio-economic residents and prioritisation of infrastructure against other schemes and funding. Areas such as Wood Green, with higher levels of pollution in London, will require further monitoring than other areas. Additional monitoring stations will be required across all London boroughs. Traffic displacement is recognised by the borough and potential air quality impacts on local people near the boundary extension zone.

Haringey identifies further communication is required from TfL prior to the implementation of ULEZ boundary extension, to understand options available and information on vehicle disposal that will manifest from the scrappage of diesel vehicles.

For people who can't use public transport, similar to Dial-a-Ride, other door to door services on behalf of TfL will continue to operate in Haringey. The borough recognises the importance and need to continue these services for people with mobility difficulty and/or disability, and for people who have difficulty in using public transport. Haringey Council supports Dial-a-Ride services and other community transport and will explore opportunities to assist the providers to continue operating in the borough.

#### Complementary works to be carried out by the borough

Work with TfL to work out costs, benefits and raise awareness of implications the ULEZ extension will bring for local businesses and residents. Inform businesses of the commencement of the ULEZ and its requirements in early stages. Any surplus funding generated by ULEZ scheme to be used to support sustainable transport alternatives, tackling car ownership and encouraging modal shift. Haringey will help facilitate the transition towards an ultra-low emission Haringey. Through providing infrastructure, education and advice, we will improve local air quality and deliver our climate change ambitions.

Haringey will support the review of bus services, bus priority, provided it leads to an overall more effective, efficient and reliable transport network. The LIP provides an opportunity for Haringey to work with TfL, the government, GLA, private developers, operators and network rail to achieve public transport outcomes for the borough, especially for better services in underserved areas of the borough.

---

<sup>58</sup>[https://www.haringey.gov.uk/sites/haringeygovuk/files/response\\_to\\_mayors\\_air\\_quality\\_consultation\\_nov\\_2016\\_0.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/response_to_mayors_air_quality_consultation_nov_2016_0.pdf)

The Borough will continue to deliver and support the Air Quality Action Plan (AQAP). The London Borough of Haringey Air quality action plan spans from 2010 to 2018. There is commitment for review of the Air Quality Action plan, which should be consulted on in 2019.

Haringey council will continue to hold a public Transport Forum, which takes place four times a year and acts as a consultation body for all transport related matters.

The council will continue to work with TfL in prioritising, investing and delivering strategic cycle networks, infrastructure, cycle parking and network improvements through the LIP, working with Haringey cycling campaign, Haringey's transport strategy and Walking and Cycling strategy, supporting the mayor's aspiration for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

Furthermore, Haringey has an existing network of Car Clubs with bays generally well distributed throughout the Borough, but the council will explore opportunities to lower car ownership in the areas with highest PTALs and highest reliance on the with this initiative. We are pursuing projects and programmes to reduce the number of private vehicles on our roads by supporting, delivering and investing in more appealing walking, cycling and public transport options.

Haringey is seeing a steady growth in Electric Vehicles (EV), in line with regional and national development. In 2017 there were 225 EV registrations, representing a 140 per cent growth in just three years. This trend is predicted to continue up to 2020 and beyond, with every ward having at least 25 EVs, and some having at least 75.<sup>59</sup> Haringey understand the need for more EV infrastructure, as the number of charging points is also steadily growing, corresponding to the number of EVs on the road.

In addition, Haringey Council have agreed a programme of installing electric vehicle charging points (EVCPs), replacing majority of the first EVCPs and installing new ones. These will include a range of rapid charging points, fast charging points and slower charging points.

The Council is committed to continued engagement with stakeholders, residents and businesses within the borough to understand public views and make sure public money is spent in the most effective way for Haringey.

---

<sup>59</sup> Ultra-Low Emission Vehicle Action Plan, Sept 2018.



## Sources of funding

This section identifies the potential funding sources for delivering the transport initiatives contained within this LIP for the period from 2019/20 to 2021/22, and onwards.

Table 2 below identifies potential funding sources for implementation of this LIP, including the LIP funding allocation from TfL, and Liveable Neighbourhood funding for Crouch End.

The key source of funding is the Borough's LIP allocation (including the Local Transport Fund) and Principal Road Maintenance (PRM). The value of Haringey's three year programme is £7,576,356. The 2019/20 to 2021/22 figures are not guaranteed which makes it difficult to prepare and consult on a delivery plan.

<b>Key Sources of Funding</b>	<b>£ p/a</b>
Haringey's LIP Fund	
2019/20	1,900,000
2020/21	2,124,000
2021/22	2,052,000
Principal Road Maintenance (PRM)	
2019/20	200,000
2020/21	499,623
2021/22	500,733
Local Transport Fund (LTF) (total for 3 years)	300,000

**Table 2 - Potential funding for LIP delivery**

Funding source	2019/20	2020/21	2021/22	Total
	£	£	£	£
<b>TfL/GLA funding</b>				
LIP Formula funding –Corridors & Supporting Measures	1,900,000	2,124,000	2,052,000	6,076,000
Liveable Neighbourhood	845,000	1,842,000	1,861,000	4,548,000
PRM	200,000	499,623	500,733	1,200.356
LTF	100,000	100,000	100,000	300,000
MAQF including Low Emissions Neighbourhood	TBC	TBC	TBC	TBC
Wood Green NOF	TBC	TBC	TBC	TBC
White Hart Lane	TBC	TBC	TBC	TBC
<b>Other funding</b>				
Carbon off set fund	TBC	TBC	TBC	TBC
EV charging GULCS funding	TBC	TBC	TBC	TBC
EV charging points (private funding)	TBC	TBC	TBC	TBC
Private Sector Funding	TBC	TBC	TBC	TBC

Good Growth Fund (Wood Green)	TBC	TBC	TBC	TBC
S106/CIL	TBC	TBC	TBC	TBC

## Long-Term interventions to 2041

The Haringey Transport Strategy 2018 sets a clear vision for transport investment to meet the challenging MTS targets in the borough, with the aim to make Haringey one of the most cycling and pedestrian friendly boroughs in London. It highlights the lack of orbital public transport opportunities and the severe congestion and overcrowding on the existing rail and underground lines. It further sets out the investment required to support the significant regeneration in the borough including strategic regional transport improvements including Crossrail 2.

The strategy sets out the following four outcomes:

Objective 1: A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions.

Objective 2: Active travel the default choice, with more people choosing to travel by walking or cycling.

Objective 3: An improved air quality and a reduction in carbon emissions from transport.

Objective 4: A well maintained road network that is less congested and safer.

These outcomes are supported by a series of delivery action plans;

- Walking and cycling action plan
- Parking action plan
- Ultra-low emissions vehicle action plan

These plans will be published following approval of the LIP3 in early 2019 and set out a costed programme for delivery. Haringey will work collaboratively with neighbouring boroughs, TfL, the Government, infrastructure providers, stakeholders, residents, and others to ensure the sustainable delivery of the strategy outcomes.

## Local Plan

The location and mix of development, the way it is linked to transport networks and the availability of more sustainable modes of transport can help achieve this aims of the Local Plan. SP7 focuses on promoting sustainable travel and making sure all

development is properly integrated with all forms of transport, in line with the Government’s transport objectives set out in Section 4 of the NPPF and the Mayor of London’s strategic transport approach in the London Plan.

**SP7: TRANSPORT**

**Delivering Regeneration and Access**

In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor’s Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey’s regeneration and local/strategic access to London, employment areas and local services;

- The Council, in cooperation with neighbouring boroughs, will seek to reduce the impact of larger lorries in local residential areas and town centres and investigate the feasibility of a freight distribution hub;
- Improvements to the Piccadilly, Victoria and Northern Lines including new trains, new signalling and new control centres;
- Improvements to overground routes along West Anglia, East Coast (Great Northern) and Barking - Gospel Oak line that service the centre and east of the borough;
- Access and interchange improvements to overground stations at Alexandra Palace, Finsbury Park, Harringay, Hornsey White Hart Lane, Northumberland Park, South Tottenham, and Bruce Grove;
- Improvements to interchanges at Tottenham Hale and Seven Sisters;
- Improvements to the Tottenham Gyratory; and
- Improvements to east - west bus routes as well as promoting new east - west routes.

**Delivering Action on Climate Change and Quality and Healthy Places**

In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

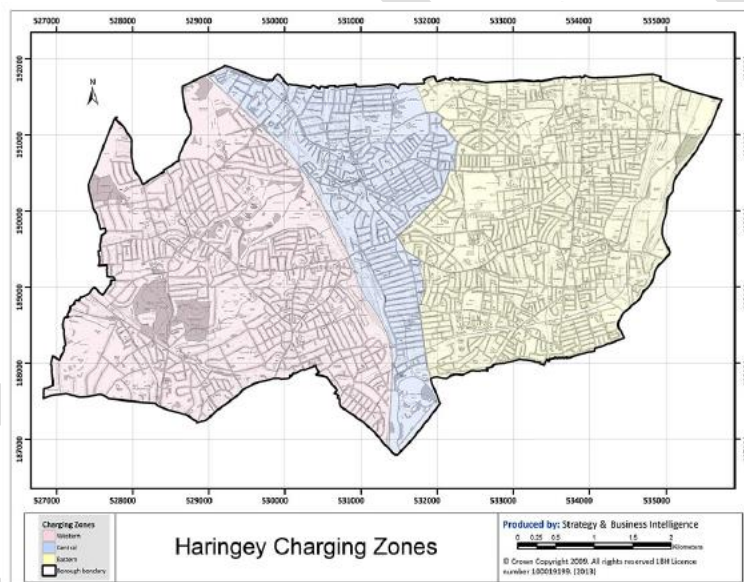
- Minimising congestion and addressing the environmental impacts of travel;
- Promoting public transport, walking and cycling (including minimum cycle parking standards);
- Promoting road safety and pedestrian movement particularly in town centres and close to local services;
- Promoting car sharing and establishing car clubs;
- Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;
- Adopting maximum car parking standards and car free housing wherever feasible;
- Seeking to mitigate the impact of road based freight and promote alternatives;
- Supporting measures to influence behavioural change such as promoting low carbon vehicles; and
- Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.

Community Infrastructure Levy (CIL) delivery plan (April 2016)

Haringey have adopted a the following CIL charging schedule based on a revised regulation 123 list in 2017;

Table 2- Approved CIL Charging Schedule for Haringey				
CIL charge (£/square metre)				
Use	Western	Central	Eastern	Mayoral CIL
Residential	£265	£165	£15	£35
Student accommodation	£ 265	£165	£15	£35
Supermarkets		£95		£35
Retail Warehousing		£25		£35
Office, industrial, warehousing, small scale retail (use class A1-5)		Nil Rate		£35
Health, school and higher education		Nil Rate		Nil
All other uses		Nil Rate		£35

Superstores/supermarkets are defined as shopping destinations in their own right where weekly food shopping needs are met and which can also include non-food floorspace as part of the overall mix of the unit. Retail warehouses are large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items, and other ranges of goods, catering mainly for car borne customers.



Transport for London and Department for Transport have identified the West Anglia line through Tottenham Hale and Northumberland Park as a key priority for investment to expand capacity. The line is running at capacity during peak periods. Enhancement to capacity on the Lea Valley Line serving Tottenham Hale and Northumberland Park is key to regeneration in the Upper Lea Valley (ULV). Network Rail and TfL are supporting additional track capacity and platforms initially to allow for 4 trains per hour local service between Angel Road and Stratford. The scheme is expected to complete in late 2018.

Expansion of capacity at Tottenham Hale station is being developed by TfL to cater for planned growth in ULV. An additional platform, new lifts and rebuilt station

concourse are to be delivered. This will create a fully accessible station. Works are expected to complete by 2018.

TfL has taken over responsibility for services on the Enfield/Cheshunt to Liverpool Street line via Seven Sisters which has become part of the Overground network. Investment in stations, new customer information, installation of ticket barriers and other investment will be delivered. New rolling stock on the line is planned to be introduced in 2018.

TfL and Network Rail are also leading on the redevelopment of White Hart Lane station. This will increase station capacity, improve passenger experience and provide for a fully accessible station. These works will support the planned expansion at Spurs football ground and support the regeneration of north Tottenham.

The London Overground service on Barking Gospel Oak line has seen crowding in peak periods. TfL and Network Rail have commenced work to electrify the line. Combined with new rolling stock the line would see a doubling of the lines capacity. Line electrification is due to complete in 2017 with new trains planned for 2018.

TfL are supporting through its Business Plan expansion of capacity on the Piccadilly and Northern lines such as from new signalling and new rolling stock. This will meet current and expected demand in the short to medium term. Even with investment on its upgrade by mid 2020s the Piccadilly line is still likely to be congested towards central London due to predicted growth in housing and employment in London.

In the longer term, Crossrail 2 could deliver a step change in capacity and connectivity. This will require 4 tracking of the West Anglia main line through Tottenham Hale. The eastern route through Tottenham would support regeneration over a wide area in the Upper Lea Valley. The north-western branch through Seven Sisters to New Southgate would support our plans for regeneration in the Wood Green area and in the southern part of Tottenham.

TfL has completed the removal of one way working of Tottenham gyratory. The aims of the scheme include reduced road user casualties, improved accessibility and better pedestrian and cyclist facilities. Linked to this scheme is the new bus station interchange at Tottenham Hale station.

TfL are planning to invest in cycling through a range of measures such as cycle superhighway and cycle hire scheme. Cycle Superhighway 1 between Tottenham and central London was completed in summer 2016. In addition, a north south Quietway cycle route is being developed which will provide a safer, less trafficked route through the borough and a new cycle route linking Waltham Forest, Tottenham Hale, Finsbury Park and Camden Town. Other investment to promote cycling being led by the Borough includes cycle training, local cycle routes and cycle parking..

The lack of capacity at critical junctions would need to be addressed in the context of planned growth in housing and jobs. Traffic modelling for the Tottenham area has highlighted where investment would be needed. A similar assessment will be required for the boroughs other main regeneration area at Wood Green. Assessments are carried out for the overall condition of our highways for both carriageways and footways. Currently we are in the bottom quartile compared to other boroughs. More than half our footways require maintenance. The investment will enable us to improve our current conditions and thereby reduce reactive maintenance cost while improving accessibility for pedestrians and encourage more walking and cycling.

Further investment in street lighting will be required. We have around 4,300 lamp columns which need replacing. Better street lighting assists in addressing crime and road safety issues. In addition, our progress in converting lamps to LED will provide lower future maintenance costs and support a reduction in CO2 emissions.

The social and economic costs of road accident casualties are high with a fatality costing society in excess of £1m. To reduce road casualties much more needs to be done.

CIL funding will be required mostly for sustainable transport measures, local maintenance of highways and street scene. However, the majority of funding for major transport projects is likely to come from TfL or Network Rail through Department for Transport.



**Table 3 - Long-term interventions up to 2041**

Project	Approx. date	Indicative cost	Likely funding source	Comments
Walking and Cycling Action Plan	On going	From £15m	TfL, S106, CIL	2018 Walking and Cycling programme sets out clear programmes of work to meet ambitious MTS mode share outcomes
Liveable Neighbourhood 2	2026	£5m	TfL, LIP	Continued application of Liveable neighbourhood principles following delivery of Crouch End project
Principal Road Maintenance	On going	From £22m	TfL	To cover backlog of maintenance and replace lost annual grant
Freight consolidation	2026	TBC	TfL, S106, CIL	To work with neighbouring boroughs and the private sector to bring forward a local and/or regional freight consolidation centre.
Bus service improvements	On going	N/A	TfL	Improvements identified in the 2019/20 study as programmed in the delivery plan
Crossrail 2	TBC	TBC	TfL, DfT	Strategic rail project for London to relieve peak network congestion and overcrowding
Continued delivery of Council's transport programme	On going	TBC	TfL	Future delivery of core LIP projects
Interchanges	On going	TBC	TfL, Network Rail	Accessibility at Finsbury Park and Alexander Palace

Tottenham Low Emission Neighbourhoods Programme	TBC	TBC	Mayor's Air Quality Fund, LIP	Securing funds through the MAQF to tackle air quality in Tottenham
West Anglia Main Line	2026	TBC	Network Rail	3 <sup>rd</sup> tracking
Station capacity and accessibility improvements	On going	TBC	Network Rail	Seven Sisters, Bruce Grove and Bows Park
Barking – Gospel Oak line	On going	TBC	Network Rail	electrification and longer trains/platforms
Cycle superhighways and quietways	On going	TBC	TfL, LIP	The council will continue to work with TfL in prioritising, investing and delivering strategic cycle networks.
Victoria and Piccadilly Lines	2026	TBC	TfL	New trains, signalling and control centres to relieve crowding
North London hydrogen depot	TBC	TBC	TBC	Long standing aspiration for North London sub-region
ULEV action plan	On going	TBC	TfL, revenue from charging	To increase and support the take up of low emission vehicles in the borough. It is anticipated that following some pump priming funding from TfL the programme will be fully funded by the revenue from charging activities
Road reallocation programme	TBC	TBC	TfL	As shared transport increases and car ownership decreases it will allow a road reallocation (away from single occupancy cars) programme to be defined and delivered over time
Workplace Parking Levy	TBC	TBC	TBC	Levy to help decrease congestion and demand for parking.
Potential Zero Emission Zones	TBC	TBC	TBC	Additional zones that could be incorporated as part of ULEZ.

## Three-year indicative Programme of Investment

The Three Year Indicative Programme of Investment has been completed in the Table 4 below.

**Table 4 - Three-year indicative programme of investment for the period 2019/20 to 2021/22**

The table summarises, at a programme level, the borough's proposals for the use of TfL borough funding in the period 2019/20 – 2021/22.

London Borough of Haringey TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
<b>Local Transport Fund (LTF)</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Principle Road Maintenance (PRM)</b>	<b>200</b>	<b>499.623</b>	<b>500.733</b>
Sub-Total	300	599.623	600.733
<b>CORRIDOR, NEIGHBOURHOODS &amp; SUPPORTING MEASURES</b>	<b>£k</b>	<b>£k</b>	<b>£k</b>
Local Safety Schemes (LSS)	465	445	435
Traffic Calming and Community Streets (TCCS)	175	267	255
Walking and Cycling (WC)	630	850	750
Smart Travel (ST)	385	402	402
Innovations (IN)	60	60	60
Liveable Neighbourhoods (LN) contribution	150	100	150
Public Transport (PT) – Haringey bus review	35	0	0
Sub-Total	£1900k	£2124	£2052k
<b>Total</b>	<b>2200</b>	<b>2723.623</b>	<b>2652.733</b>
<b>DISCRETIONARY FUNDING</b>	<b>£k</b>	<b>£k</b>	<b>£k</b>
Liveable Neighbourhood Crouch End	865	1,842	1,861

## Supporting commentary for the three-year programme

The Haringey three-year programme as set out above has been developed based on a comprehensive review of LIP project delivery over the last five years. Colleagues from across the council attended a series of workshops, facilitated by an external

transport consultant, to review project work delivered under the previous LIP and to gain a familiarisation with the 2018 MTS, the Haringey Transport Strategy and the LIP3 requirements for boroughs. The LIP was also presented to the Haringey Transport Public Forum which meets four times a year.

Haringey have an excellent track record delivering innovative and well considered LIP projects and the focus of the latter workshop was how to maintain public confidence and performance indicator progress with significantly reduced LIP budgets.

A simple pro-rata 'salami slice' reduction across both the engineering and behaviour change programmes was tested and did not appear to meet the ambition of the 2018 MTS. Likewise continuing the relatively traditional traffic engineering approach to project identification and prioritisation also fell short of the challenges faced in Haringey.

The Haringey transport strategy was consulted on and adopted in early 2018, prior to the publication of the final 2018 MTS. It set a clear vision for the borough for the next 10 years to be achieved through four outcomes which were consistent with the Draft 2018 MTS:

- A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- Active travel the default choice, with more people choosing to travel by walking and cycling
- An improved air quality and a reduction in carbon ambitions from transport
- A well-maintained road network that is less congested and safer

The Haringey three-year programme was reviewed against both the Haringey outcomes above and the MTS outcomes. Furthermore, every project was reviewed against its 'value for money' and engineering projects were additionally assessed and scored against their contribution to the healthy streets agenda.

Not every project secured funding and there is an acknowledged risk that Haringey may not meet its MTS targets if the LIP budget is continually reduced.

Haringey is currently drafting a walking and cycling action plan to sit alongside its other action plans and the LIP3. The plan is to be consulted on once the LIP funding is agreed and will set out an ambitious 10-year programme. Without investment, the plan will not be achieved and whilst a reasonable budget has been allocated [over £1m in the first three-year delivery plan] a step change in investment is required a mode share shift that the MTS requires, and the borough and capital deserve.

Each year Haringey prepares a Sustainable Transport Work Programme (STWP) which is reported to Cabinet for agreement. This programme outlines in detail how the LIP money will be spent in any one year. The 2018 programme sets out the 2018/19

LIP will be spent this year. The STWP for 2019 will refine how year 1 of this LIP3 will be prioritised.

Projects are prioritised to take account of:

- The delivery of Transport Strategy Action Plans
- Meeting Healthy Streets criteria
- Personal injury accident data including
  - Fatalities / severity of injuries
  - Pedestrians/cyclists
- Complaints and requests
- Committed funding
- Support opportunities for further investment

The Haringey three-year delivery programme is broken down into nine broad categories based on political appetite, local support, delivery mechanisms and the Haringey transport strategy;

**Table 5: Nine categories of the three-year delivery programme 2019/20 to 2021/22**

Categories
Local Safety Schemes
Traffic Calming and Community Streets
Walking and Cycling
Smarter Travel
Liveable Neighbourhoods*
Public transport
Innovation
Local Transport Fund
Principal Road Maintenance (PRM)

*\*Not funded through the core LIP formula based grant*

### Local Safety Schemes

These schemes support Council and Mayoral targets for road casualty reduction and increasing modal share for cycling and walking. These schemes often arise from road and traffic safety studies. TfL undertakes analysis of road casualties which highlights locations of pedestrian safety concern. The Council intends to undertake a more detailed study to identify projects/programmes to reduce these.

Includes schemes such as new zebra crossings, measures to minimise rat runs and speeding and associated traffic calming measures. This category also includes the final deliver phase of the Green Lanes study which identified a range of short, medium and long-term projects and programmes. A reactive fund is included in this category which is used for urgent and immediate interventions.

The priority areas include:

- Bruce Grove/The Avenue/Mount Pleasant Road
- Ferme Park Study
- West Green Road/Spur Road
- Dowsett Road
- Elsdon/Newly/Hartham/Pembury Roads
- Lordship lane (between Turnant road and Lordsmead Road)
- Weston Park

#### Traffic calming and Community Streets

These schemes include primarily physical measures such as Vehicle Activated Signs to support compliance of 20mph speed limit, introduction of speed bumps, upgrading beacons, improving road markings and street furniture reviews.

The priority areas include:

- The Avenue
- Wood Lane
- Hampstead lane
- Perth road
- Cranley Gardens
- Highgate Avenue
- Borne Avenue/Mansfield Road
- West Green Road/The Avenue

#### Walking and Cycling

This category will assist the Council in Delivering new cycle infrastructure, routes and the maintenance of existing infrastructure including the extension of cycle superhighway 1 towards Enfield. Working with Haringey Cycling Campaign the Council will identify cycling projects to support a modal shift toward cycling in the borough. These might include permeability measures, bike parking scheme, bike hire initiatives and new segregated cycling routes. The Council will also work with local

walking groups, schools and other stakeholders to challenge the barriers to walking, identify schemes which might support safer school crossings, pedestrian improvements and facilities, access improvements and wayfinding initiatives

### Smarter Travel

This category encompasses the Council's active travel initiatives and includes school and workplace travel planning, cycle training, personalised travel planning for schools, road safety education, training and publicity, bike registration schemes, complementary measures to support cycling infrastructure and walking schemes. The aim of these schemes is to support Council's targets to increase cycling/walking mode share, CO2 reduction and improve the health and wellbeing of Haringey residents.

Education and changing behaviours is just as important as physical infrastructure to encourage people in Haringey to make sustainable travel choices. The funding will be used to work with communities and groups in Haringey who traditionally might not choose to walk and cycle.

### Innovation schemes

The use of technology and innovation to support sustainable travel choices is growing in importance and a range of transportation products are available which are cleaner, more accessible and reduce the need to own a private vehicle. The Council will use the LIP to support electric vehicle infrastructure, the take up of electric vehicles and growth in car clubs and car sharing schemes. Car clubs and car sharing initiatives are operating in the borough and the evidence suggests they help reduce car ownership. The Council does not have a bike sharing scheme operating in the borough but Haringey will continue to explore opportunities to introduce a scheme which might include an electric bike product. Working with private companies, innovation can provide options for users which improve air quality, reduce congestion and help the council achieve a modal shift towards cycling.

### Public transport

The future of Haringey's bus network is extremely important. Buses provide a vital and lower cost service for many communities in Haringey. To support the Mayor's proposal to review the bus network in London, Haringey intends to carry out a complementary review which looks beyond the number of users and impact on congestion and examines what the network means for people in Haringey. The review might also compliment the Council's work on bus priority and accessibility.

### Crouch End Liveable Neighbourhood

In December 2017, the Council secured £4.8m from Transport for London to deliver a liveable neighbourhood project for Crouch End. Haringey's first liveable neighbourhood in Crouch End will radically change travel behaviour in a part of the



borough characterised by high car ownership and a dominance of motor vehicles passing through the town centre.

Crouch End provides an excellent opportunity through the liveable neighbourhood project to challenge this dominance and achieve a significant modal shift away from the use of the car and to drive forward Haringey’s cycling and walking aspirations. The project will explore opportunities to reallocate road space and the closure of some parts of roads to vehicular traffic. Achieving these priorities will promote healthy and active lifestyles and improves air quality in Haringey.

A requirement for the funding was for the council to secure a proportion of match funding to ‘top’ up the allocated funds. The Council intends secure part of this match funding through this LIP.

### Principal Road Maintenance [PRM] and the Local Transport Fund (LTF)

Transport for London suspended this valuable fund for two years from 2018/19 to 2019/20 and since the suspension all but essential and urgent works on the principal road network have ceased. This has led to a rapid deterioration in the network, made worse by exceptional bad weather the last winter and the continued reduction in funding across London.

The figure below shows the current state of the principal road network in the borough.



The expectation is that the PRM fund will be reinstated for years two and three of this LIP. The Council has therefore included the PRM fund. To assist the council with the backlog of necessary works, Haringey is also including an emergency fund for year 1. This fund is significantly reduced from previous PRM allocations but it is essential to ensure our principal road network remains fit for purpose.

The Local Transport Fund (LTF) for 2018/19 has helped support road maintenance in the absence of PRM but it was never intended for this. This fund was valuable for supporting officer training, recruitment and professional development opportunities. The LTF is also included in this LIP and will continue to provide an additional fund to support road maintenance until the PRM is reintroduced.

The PRM is included in the LIP as follows:

Year 1 - £200,000 (+ LTF £100,000)

Year 2 - £499,623

Year 3 - £500,733

The following table sets out the priority resurfacing projects that need to, and will be, undertaken based on the above funding assumptions. It is clear from the above map the urgent need to re-start the PRM programme to avoid further deterioration. The Council's ability to meet the MTS outcomes and targets, and its own objectives, is compromised should core LIP funding be required to prop up the PRM programme.

Year 1

S.N	Scheme	Location	Ward
1	High Street, N8	O/s School's Playground (Bus stop area)	Hornsey
2	Lordship Lane, N22	Perth Road to Moselle Avenue and Boreham Road to j/w The Roundway	Woodside
3	Turnpike Lane N8	New River to Alexandra Road	Harringay
4	Westbury Avenue, N22	Rusper Road to Lakefield Road	Noel Park
5	Highgate High Street, N6	Broadbent Close to Barclays Bank - Pedestrian Crossing	Highgate

Year 2

S.N	Scheme	Location	Ward
1	High Road, N17	Park Lane to Bereton Road	Tottenham Hale
2	Lordship Lane, N17	J/W The Roundway to j/w Awlfield Avenue	White Hart Lane
3	Muswell Hill Broadway, N10	No 372 to j/w Fortis Green	Muswell Hill
4	Muswell Hill, N10	Alexandra Gardens to Roundabout	Muswell Hill
5	Park Road, N8	Hornsey Cetral Hospital Entrance to No 161 & No 69 to No 141	Muswell Hill

### Year 3

S.N	Scheme	Location	Ward
1	Lordship Lane, N17	J/W The Roundway to j/w Waltheof Avenue	White Hart Lane
2	West Green Road, N15	Milton Avenue to Belmont Road	St Anns
3	The Broadway, N8	No 36 to Rosebery Gardens	Crouch End
6	Tottenham Lane, N8	Rosebery Gardens to Elmfield Avenue	Hornsey
4	Muswell Hill, N10	Cranmore Way to Cascade Avenue	Muswell Hill
5	High Road, N17	Scotland Road to Cedar Road	Tottenham Hale

### Risks to the delivery of the three-year programme

Table 5 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives.

**Table 6 - LIP Risk Assessment for three-year programme 2019/20-2021/22**

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
<b>Financial</b>					
Reduction in scheme funding due to budget restrictions.		X		Consider implementing lower cost options if permissible.	LIP objectives not met or non-progression of project.
Increase in unforeseen project costs due to environmental factors.		X		Undertake judicious project management to ensure funding is used efficiently and justifiably.	LIP objectives not met or non-progression of project.
<b>Statutory / Legal</b>					
Haringey is required to implement the LIP under s151 of the GLA Act without sufficient external funding support.			X	Explore possibility for legal challenge, if possible jointly with other affected bodies.	Other Haringey services may be impacted.
<b>Third Party</b>					
Stakeholders and/or third party support decreased or withdrawn.		X		Keep public and Members, and other partners informed through clear communication of planned projects and emerging issues.	LIP objectives not met or non-progression of project.

<b>Public / Political</b>					
Change in policy or political direction.		X		Ensure that Members are frequently engaged in a variety of schemes through various different policy areas.	Non-progression of project.
Individual projects are not supported by Members.			X	Ensure that Members are involved at the early stage of project development, so that fundamental issues can be addressed and incorporated into the design.	Non-progression of project.
Individual projects are not supported by the public at the consultation stage.		X		Undertake appropriate consultation at an early stage to ensure public support. Redesign project to resolve objections.	Non-progression of project.
<b>Programme &amp; Delivery</b>					
Insufficient staff resources to develop designs	X			Recruit temporary/fixed term staff or use consultants.	Non-progression or late delivery of project.
Projects undertaken are not successful.		X		Schemes are to be carefully monitored and reviewed to identify non-delivered outputs early within the work programme.	LIP objectives not met.
Delays to progress of work	X			Consult with statutory undertakers as early as possible. Reprogram or transfer budget to support the next highest priority scheme.	LIP delivery programme extended or non-progression of projects.

## **Annual programme of schemes and initiatives**

The annual programme of schemes for 2019/20 will be completed and submitted to TfL via the Borough Portal. The programme of schemes will be updated annually.

## **Supporting commentary for the annual programme**

The annual programme of schemes for 2019/20 will be completed and submitted to TfL via the Borough Portal. The programme of schemes will be updated annually and is subject to annual political approval. The indicative annual programme for 19/20 is set out below and is subject to change.

DRAFT

**Table 7 – Indicative Annual Programme of Schemes 2019/20**

Haringey 19/20 delivery plan	£k
LSS – Reactive measures	55
LSS – Bruce Grove/The Avenue/Mount Pleasant Road	80
LSS – Ferme Park Study	30
LSS – Green Lanes study	300
TCCS – 20mph complimentary measures	30
TCCS – The Avenue N17 area	125
TCCS – Wood Lane area	20
WC – Bounds Green tube junction	35
WC – High Road N22 Bounds Green Road study	35
WC – Cycle parking (12 bike hangars p/a)	70
WC – Westbury Avenue	80
WC – Improving cycling permeability	40
WC – Local cycle measures	60
WC – Local pedestrian improvements	40
WC – Lordship Lane/Downhills Way	200
WC – New cycle routes improvement measures	30
WC – schools programme	40
ST – cycle training	86
ST – Active travel	299
IN – shared and electric mobility innovations	60
LN – liveable neighbourhood contribution	150
PT – Haringey bus review	35
LTF – Local Transport Fund	100
Sub-total	2,000
PRM - Principal Road Maintenance	200
Total	2,200

### Local Safety Schemes (LSS)

The Bruce Grove/The Avenue/Mount Pleasant Road project comprises improvements to pedestrian crossing facilities at the junction, possibly with a controlled crossing. It also includes local traffic calming to support the 20mph speed limit.

Residents and Councillors in the Ferme Park area have raised several local safety concerns which the Ferme Park study will explore. Local movement will be analysed along with collision data and possibly perception of safety in order to create concept designs to be consulted on and implemented later on in the three-year programme.

The Council's Green Lanes study is a three year programme which will be funded in the first year of the LIP3. A list of actions arose from the study which the Council will finish implementing.

Reactive measures allow the Council to respond to safety issues which were not foreseen but require urgent attention.

### Traffic Calming and Community Streets (TCCS)

Further complimentary measures are required to support the 20mph zone. This will include measures such a vehicle activated signs, slow markings and signage.

The Avenue N17 is a road suffering from traffic speeding and a series of severe accidents, including to pedestrians, have occurred over the last three years. The measures are still being designed and might include humps and further enforcement of speeds. Wood Lane N6 also suffers from speeding traffic which has been raised by a nearby nursery school. The Council will work to identify traffic calming measure to reduce speeding traffic.

### Walking and Cycling (WC)

The junction outside Bounds Green Tube Station is hazardous for pedestrians and cyclists. The Council intends to carry out a pedestrian and cycling improvements study to identify measures to improve pedestrian facilities and the junction between Brownlow Road, Durnsford Road and Bounds Green Road.

Signalling improvements are proposed at the junction of the High Road N22 and Bounds Green Road. Conflict, high accidents number and crossing delays have led to the prioritisation of this scheme.

Known as the 'Roundway' scheme, improvements to the crossing facilities and signal upgrades at Lordship Lane and Downhills Way are proposed to overcome pedestrian and cycling safety concerns.

Westbury Avenue N22 is proposed to receive traffic calming measures to promote cycling and walking. This will also include Boreham Road

The Council will work with local groups including Haringey Cycling Campaign and local schools to identify other cycling and walking projects. This might include designing and delivering new cycle routes, school zones to reduce idling outside schools and locations for cycle parking.



## Smarter Travel (ST)

Theme	Project
Cycling, Active Travel and Health	<b>Active Travel project</b> (Community funded projects – funding will be given to predominantly walking projects)
	<b>Personal Travel Planning</b> – Workplace or Residential project
	<b>Pop up Cycle Maintenance</b> – Dr Bike in parks across the borough
	<b>Peddle My Wheels Bike markets</b> - 10 bike markets to be undertaken in schools and at public events from May 2018
Reducing Child Casualties	<b>Schools Road Safety</b> programme – Theatre in Education x3 tours, Safe Drive/Stay Alive (fees), Child Safety Week School Visits, Road Safety Week, Junior Citizens– Pedestrian Training, Road Safety in Children Centres
	<b>Schools Mode shift</b> - Walking Teddy Club, STARs
	<b>Motorcycle Pit-Stop</b> An initiative which has been piloted in Haringey and is being used in Lambeth in conjunction with the Met Police.
	<b>Park to Park Schools Mass Cycle Ride</b> – one day cycle ride for 12 to 15 schools to take part in and cycle around the borough
Improving air quality, reducing CO2, traffic and congestion	<b>Roadshows/community engagement</b> activities and events to raise awareness around new infrastructure to decrease accidents etc
	<b>Marketing</b> – (including participation in national and regional events)
	<b>Walking promotion activities</b> – e.g. Haringey Walks Campaigns
	<b>Air Quality Activities</b> (matched funding for MAQF projects – anticipated bid)

## Shared and electric mobility innovations

Funds to promote car clubs and car sharing initiatives and the Council’s programmes for electric vehicle charging infrastructure.

## Liveable Neighbourhoods (LN)

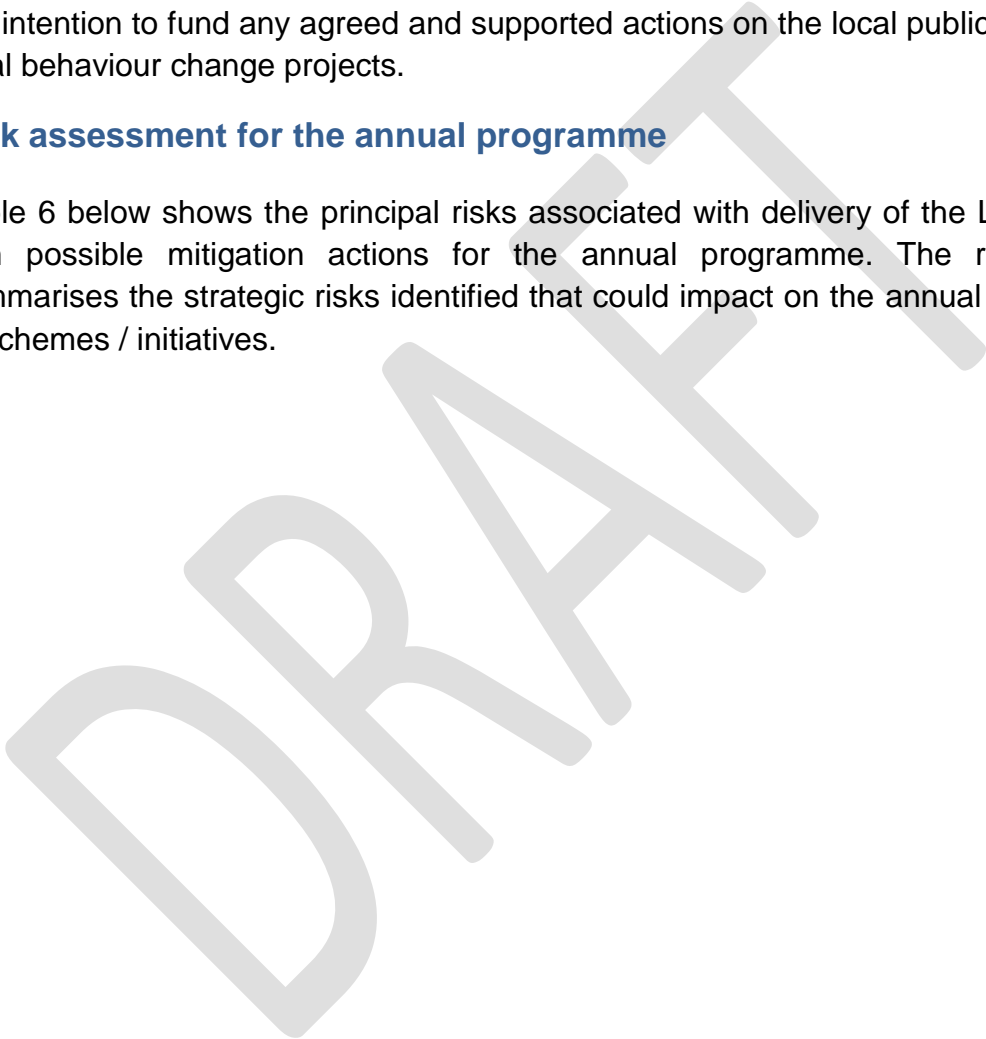
The Council's match funding for the Crouch End Scheme has been identified across all three years (starting with 19/20) of the LIP3 programme as set out in the proposed funding programme.

**Public transport (PT)**

A one-off review of bus services in Haringey is planned for 19/20. No funding has yet been identified for 20/21 and 21/22 due to the unknown nature of the results of the review and the fact that many of the likely actions will fall on TfL or the operators. It is our intention to fund any agreed and supported actions on the local public highway or local behaviour change projects.

**Risk assessment for the annual programme**

Table 6 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the annual programme. The risk register summarises the strategic risks identified that could impact on the annual programme of schemes / initiatives.



**Table 6 - LIP Risk Assessment for annual programme - 2019/20**

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
<b>Financial</b>					
Reduction in 19/20 LIP funding			x	Work with TfL to ensure full LIP funding is achieved	Project scope reduced and limited benefits realised
Unforeseen increase in 19/20 programme cost			x	Maintain flexible budgets across 19/20 programmes and ensure value engineering	Budget redistribution across programme could limit effectiveness of those programme with reductions.
<b>Statutory / Legal</b>					
Draft LIP3 not supported by TfL			x	Continued engagement with TfL LIP and borough sponsorship team	Delay in LIP3 approval could delay 19/20 programme and reduce benefits
Legal challenge made on LIP3			x	Continued engaging consultation with public and transparency on decision making	Delay in LIP3 approval could delay 19/20 programme and reduce benefits

<b>Third Party</b>					
Supply chain inability to deliver			x	Ensure good supply chain management and access to multiple service providers	Inability to spend budget and reduction in provision of services
Development market slows			x	Maintain good linkages to Local Plan and good relationship with developers.	Reduction in planning gain funding could place a higher reliance on LIP funding.
<b>Public / Political</b>					
Draft LIP3 not supported by LBH Cabinet			x	Early engagement with lead member and ensure compliance of LIP with wider council objectives.	19/20 LIP funding delayed or withheld resulting in project delay
19/20 projects not supported by local community and ward members			x	Early engagement with local community groups and members	Project delay and late delivery of benefits
<b>Programme &amp; Delivery</b>					
19/20 Programme slippage			x	Ensure good project management procedures in place and efficient access to technical support	Delay to achieving LIP objectives and outcomes
Access to road network (for construction)			x	Early engagement with LBH permitting team	Delay to achieving LIP objectives and outcomes

## **Monitoring the delivery of the outcomes of the Mayor's Transport Strategy**

### **Overarching mode-share aim and outcome Indicators**

Table 7 outlines the targets for Haringey against the MTS overarching mode-share aim and outcome indicators.

The Borough's progress against the outcome targets and mode-share aim will be measured through strategic data collected by TfL on behalf of the Boroughs.

### **Delivery indicators**

The delivery indicators are set by TfL and relate to each of the nine MTS Outcomes. These provide a reference for the delivery of the Mayor's Transport Strategy at a local level. The borough will monitor and record the delivery indicators and report to TfL once a year in June.

**Table 7 - Borough outcome indicator targets**

Objective	Metric	Borough target	Target year	Additional commentary
<b>Overarching mode share aim – changing the transport mix</b>				
<p>Londoners' trips to be on foot, by cycle or by public transport</p>	<p>Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 - 2015/16.</p>	<p>81%</p> <p>88%</p>	<p>2021</p> <p>2041</p>	<p>Haringey will achieve this through its LIP Outcome 2;</p> <p><i>To make active travel the easier choice, with more people choosing to travel by walking or cycling</i></p>

Objective	Metric	Borough target	Target year	Additional commentary
<b>Healthy Streets and healthy people</b>				
<b>Outcome 1: London's streets will be healthy and more Londoners will travel actively</b>				
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).	41% 70%	2021 2041	This will be achieved through the Borough LIP Outcome 2;  <i>Active travel the easier choice, with more people choosing to travel by walking or cycling.</i>
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400m of the London-wide strategic cycle network.	20% 81%	2021 2041	81% of Haringey's residents will be within 400m of the London-wide strategic cycle network by 2041. This aligns with the LIP outcome 2.

Objective	Metric	Borough target	Target year	Additional commentary
<b>Outcome 2: London's streets will be safe and secure</b>				
Deaths and serious injuries from all road collisions to be eliminated from our streets	Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target)	40	2021	<p>There has been an 18% reduction in KSIs recorded in Haringey between the 2005-09 baseline average and 2016.</p> <p>The rate of KSIs has fluctuated over this period, and to achieve Vision Zero an accelerated and consistent rate of decrease will need to be maintained. This will be supported through the LIP Objective 4;</p> <p><i>A well-maintained road network that is less congested and safer.</i></p>
		33	2022	
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).	27	2030	
		0	2041	



Objective	Metric	Borough target	Target year	Additional commentary
<b>Outcome 3: London's streets will be used more efficiently and have less traffic on them</b>				
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15 per cent.	538 430-457	2021 2041	The Borough targets are recorded in annual vehicle kilometres (millions). The following two LIP outcomes will guide the Council in achieving this;  <i>Outcome 3: An improved air quality and a reduction in carbon emissions from transport.</i>  <i>Outcome 4: A well maintained road network that is less congested and safer.</i>
Reduce the number of freight trips in the central London morning peak.	10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	N/A
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16.	60,600 58,600	2021 2041	All of Haringey's LIP Outcomes will contribute towards achieving this MTS Outcome.

Objective	Metric	Borough target	Target year	Additional commentary
<b>Outcome 4: London's streets will be clean and green</b>				
Reduced CO <sub>2</sub> emissions.	CO <sub>2</sub> emissions (in tonnes) from road transport within the borough. Base year 2015/16.	116,100 25,900	2021 2041	<p>Haringey's third LIP Outcome aligns with this MTS outcome;</p> <p><i>A well-maintained road network that is less congested and safer.</i></p> <p>Promoting active travel and increased provision for electric vehicles will contribute towards the Borough achieving these targets.</p>
Reduced NO <sub>x</sub> emissions.	NO <sub>x</sub> emissions (in tonnes) from road transport within the borough. Base year 2013.	170 20	2021 2041	
Reduced particulate emissions.	PM <sub>10</sub> emissions (in tonnes) from road transport within borough. Base year 2013.	38 19	2021 2041	
	PM <sub>2.5</sub> emissions (in tonnes) from road transport within borough. Base year 2013.	18 9	2021 2041	

Objective	Metric	Borough target	Target year	Additional commentary
<b>A good public transport experience</b>				
<b>Outcome 5: The public transport network will meet the needs of a growing London</b>				
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	240 291	2021 2041	<p>The first LIP Outcome aligns with this target; <i>A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions.</i></p> <p>The Borough will work collaboratively with TfL and National Rail to achieve these targets.</p>
<b>Outcome 6: Public transport will be safe, affordable and accessible to all</b>				
Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network	4-minute difference (-75%)	2041	Haringey's first LIP Outcome aims to create public transport network that is more accessible. This will be achieved through collaboration with TfL and Network Rail to increase the number of step-free rail and Tube stations in the Borough.

Objective	Metric	Borough target	Target year	Additional commentary
<b>Outcome 7: Journeys by public transport will be pleasant, fast and reliable</b>				
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015/16	8.6-8.8 mph 8.9-9.8 mph	2021 2041	<p>Haringey will achieve this through the following LIP Outcomes:</p> <p><i>Outcome 1: A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions.</i></p> <p><i>Outcome 4: A well maintained road network that is less congested and safer.</i></p>
<b>New homes and jobs</b>				
<b>Outcome 8: Active, efficient and sustainable travel will be the best options in new developments</b>				
<b>Outcome 9: Transport investment will unlock the delivery of new homes and jobs</b>				
<p>Haringey aims to support growth through improving public transport connections and increasing capacity, as outlined in the first LIP Outcome.</p> <p>This will be achieved through collaborative working with public transport providers including TfL and National Rail.</p>				