

## Sustainable Transport

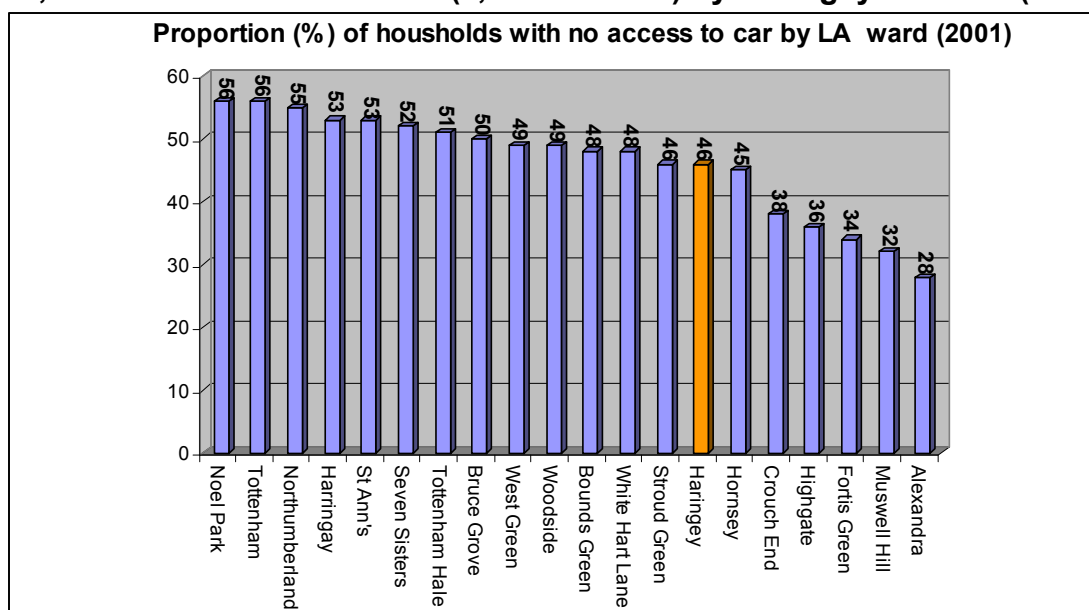
### Transport infrastructure

Haringey has good radial transport networks for road, rail and tube, though transport networks are less developed running across the borough (east to west). The borough is served by 6 tube stations on three tube lines (Northern, Piccadilly and Victoria). 43 bus routes serve the Borough of which all but 10 are high frequency routes. The routes are mainly radial in nature. The main issue for these radial routes is provision of capacity to meet growing demand. A number of routes form a high frequency orbital network. However, further development of the orbital bus routes is needed to provide an effective and sustainable alternative to the car for journeys to the east and west of Haringey. In addition the development of the orbital bus network is constrained by the nature of the road network and low rail bridges. One overland rail line runs across the borough (Barking-Gospel Oak line) which has three stations.

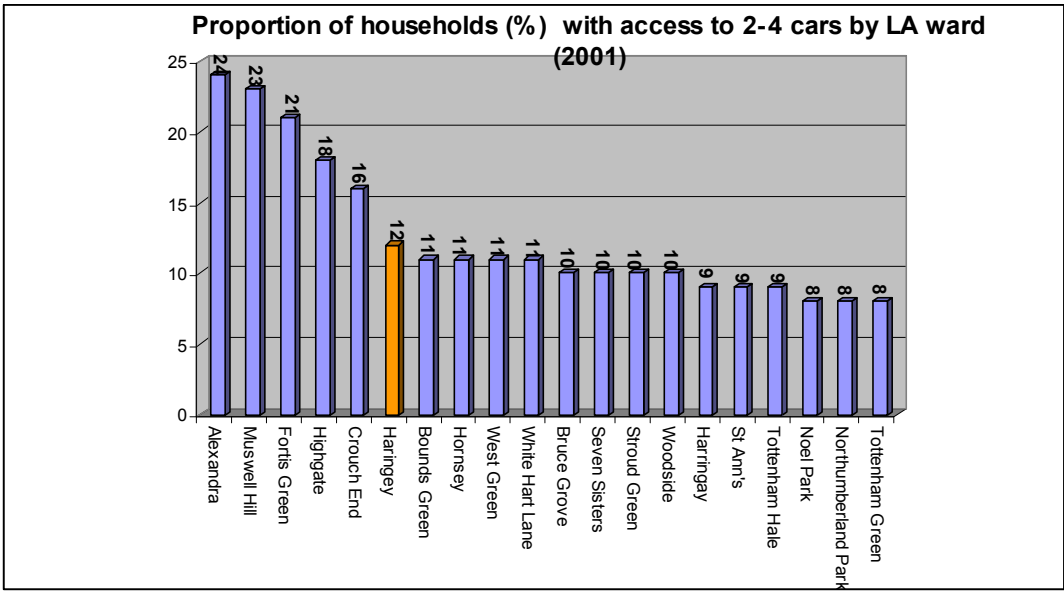
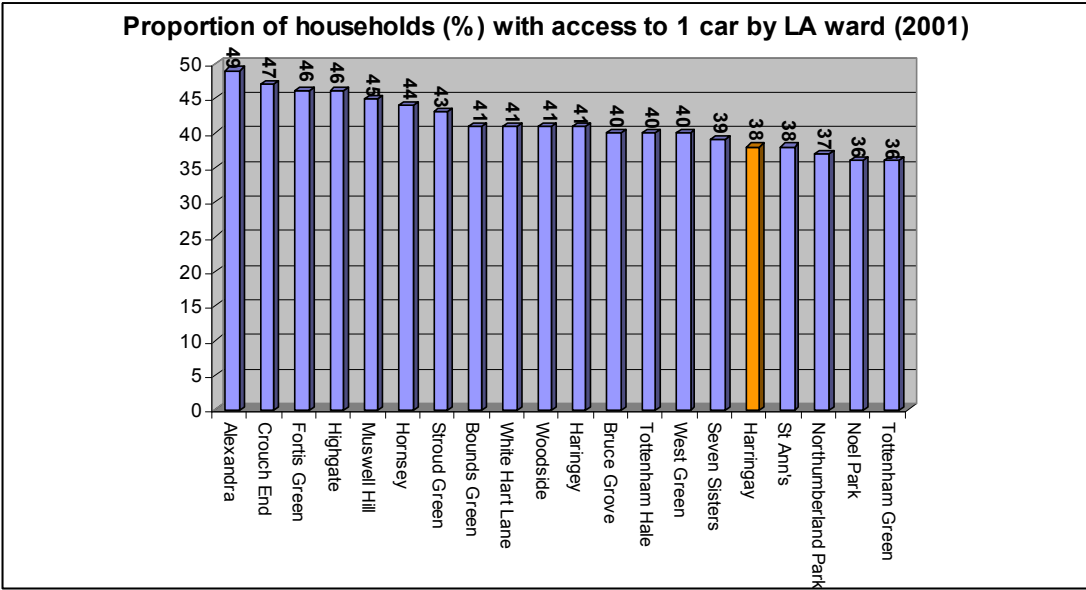
Data from TfL indicates that there has been considerable investment in local transport through the LIP since 2003/4 to a total of £29.3m including: £4.4m for road renewal, £3.1m for bridge works; £2.8m for local safety schemes. In addition, there has been increased frequency on 20 of the boroughs bus routes and 7 of the boroughs night bus routes; there is planned capacity increases on the Northern line (20% by 2012), Piccadilly line (25% by 2014) and Victoria line (19% by 2013).<sup>1</sup>

According to the 2001 census, 46% of households do not have access to a car, though there are wide variations across and within the borough: in the west of borough household access to car/van is above 80% whereas in the east this falls to below 40%. More recent data (2008) suggests that there are wide variations to car accessibility within the borough: households in Noel Park ward are twice as likely to not have access to a car than those in Alexander ward; and in three wards over 20% of households have access to two to four cars (**Figure 4a, 4b & 4c**).

**Figure 4a, 4b & 4c – Access to a car (0,1 and 2 cars) by Haringey LA ward (2008)**



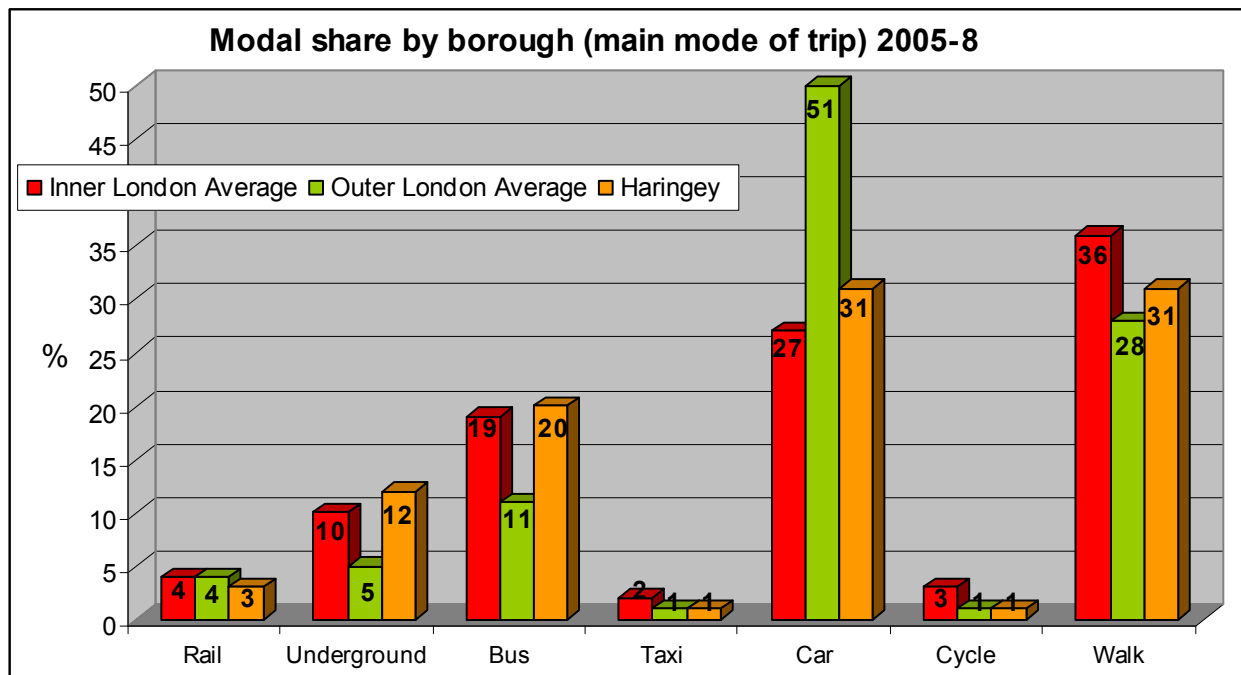
<sup>1</sup> Key investment in Haringey 2009/10 Transport for London 2009



**Sustainable Transport**

Data on the share of modes of transport used for journeys starting in Haringey reflect the spatial patterns established earlier: the further journeys originate outside of the city centre the greater reliance on private car usage. Further detail finds that car usage for journeys originating in Haringey accounts for 31% of trips which is significantly lower than the outer London average (51%) but slightly higher than the inner London average (27%). Both bus (20%) and underground (12%) usage is higher for journeys originating in Haringey than either the inner or outer London average for these different modes. The full modal share of trips made in Haringey in comparison to inner and outer London boroughs is contained in **Figure 5**.

**Figure 5 - Modal share of transport options: Haringey, inner London & outer London**



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

Haringey has lower cycling rates than its statistical neighbours: the proportion of people who have cycled for more than 30 minutes within a 4 week period was 10.2% in Haringey, lower than Southwark 13.4%, Hackney 14.8% and Lambeth 16.2%.

A summary of some of the recent developments in sustainable transport provision is given below:

- Greenways- linking green-spaces across the borough (i.e. Finsbury Park, Lea Valley)
- Haringey is part of the London Cycle Network and is delivering a programme of cycle improvements (advanced stop lines, on street cycle parking)
- Car club scheme (with Streetcar) now has 27 vehicles at 14 on street locations
- Travel plans – all schools have an approved travel plan
- Workplace travel planning - being undertaken by the North London sector
- 20MPH zones – focus has been in the east of the borough in respect of local safety issues
- Home Zones – two small areas exist in Linden road (West Green) and Tower Gardens (north Tottenham).

### **Walking in Haringey**

In Haringey, 34% of all trips are on foot. This compares to the London-wide figure of 30%, demonstrating that walking in Haringey is of particular importance. Haringey residents make more than 184,000 walking trips per day, which is considerably more than car driver trips [at 118,000]. In terms of journey length, 97% of walking journeys are less than 3km. However, about 48% of car driver journeys are less than 3km with 19% are less than 1km, indicating the potential for a switch for short journeys from the car to walking.

### **Strategic Walking routes in Haringey**

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

### **Local Walking Routes**

Local walking routes can complement the strategic walking routes by encouraging access to local amenities, shops and leisure facilities and other destinations.

The Council is seeking TfL funding to implement a variety of schemes to improve local accessibility for walking to key attractor destinations along popular commuter and local amenity walking corridors.

This will include a series of walking audits to identify deficiencies along popular walking routes to town centres, the public transport network, schools and local amenities. The audit results will be developed into a series of works programmes for each key route to be implemented from 2010/11.

The Council is also undertaking a programme of schemes to enhance the attractiveness of the walking environment, to reduce the perceived fear of crime along key walking routes, such as under bridges and within pedestrian alleys. Measures will include improvements for natural surveillance, lighting and removal of blind spots. Priority will be for key destination attractors such as public transport links, town centres, and amenities.

Haringey Greenway cycle and walking route is being implemented to link the borough green and open spaces for recreational walking and cycling. Three routes are proposed, one from Finsbury Park to the Lea Valley, one from Finsbury Park to Highgate via Parkland walk local nature reserve, and the third from Muswell Hill Road to Alexandra Palace Station.

### **Public Rights of Way Improvement Plan**

The Council is carrying out a consultation on its Public Rights of Way improvement plan. This plan will identify physical improvements to Haringey's Public Rights of Way and possible extensions to the network. Schemes will include improving paths physical maintenance, such as signage on key routes which link popular destinations.

### **Improving Walking Accessibility**

The Council is developing a programme of dropped kerbs and tactile paving targeted at key attractor destinations; hospitals, health centres, schools with special needs and shopping areas as well as town centres and interchanges. The proposal is to audit the key routes to these destinations and develop a programme of implementing dropped kerbs and tactile paving on these pedestrian routes. The project will complement the Town Centre, Station Access and Bus Stop Accessibility programmes.

### **Walking Plan**

The Council has developed a Walking Plan to support the Mayor's TfL Walking Plan for London targets for increasing walking and improving the environment for walking in general.

### **Car Club Scheme**

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

### **Electric vehicle charging scheme**

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

### **Work Place Travel Plans**

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

### **Free help and financial assistance offered to Haringey businesses to travel greener :-**

Haringey businesses can take advantage of free advice and assistance for developing a workplace travel plan from both the Council and through Transport for London's 'New way to Work Programme'. In addition there are various funding opportunities and resources designed to assist with the implementation of the travel plan, including:

### **Travel plan funding opportunities:**

Haringey Council will consider matching funding or contributing to the cost of implementing a measure identified within your workplace travel plan up to the value of £2000. For example, the Council will consider providing a financial contribution towards the installation of secure cycle parking facilities, lockers or shower facilities.

This source of funding has been secured from Transport for London (TfL), and is available until March 2011.

### **TfL's 'A new way to work' programme**

Haringey businesses have the opportunity to obtain free advice and assistance from Transport for London to promote sustainable travel options to their staff through the following initiatives:

['A new way to work'](#) programme helps businesses promote sustainable travel options to their staff. By setting up workplace travel plans that encourage alternatives like walking, cycling, public transport and car sharing, companies of all sizes can save themselves and their staff both time and money whilst improving their health.

In addition to offering free advice and information tailored to a companies strategic business needs, TfL can also help identify sources of funding and provide ongoing support.

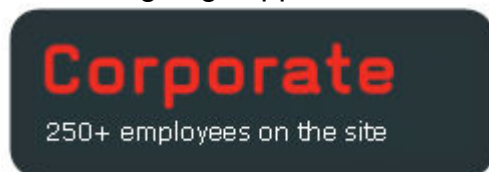
There are two different packages designed to suit businesses of different sizes. For further information, choose the one that's right for you by clicking on the links below:



[Enterprise](#) - is a business travel planning support and advice package available for organisations with 20 - 250 staff, which can help address your business goals. TfL's expert travel planners can help your business, and your staff, minimise your carbon footprint, reduce costs and improve staff wellbeing through effective travel planning.

The package includes:

- Free expert advice
- A tailor-made workplace travel plan
- Incentives and merchandise
- A range of practical measures relevant to your needs, including access to match funding to help implement your travel plan
- Ongoing support and encouragement



[Corporate](#) - Businesses with more than 250 staff may be eligible for the Corporate workplace travel plan offering.

## **School Travel Plan**

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

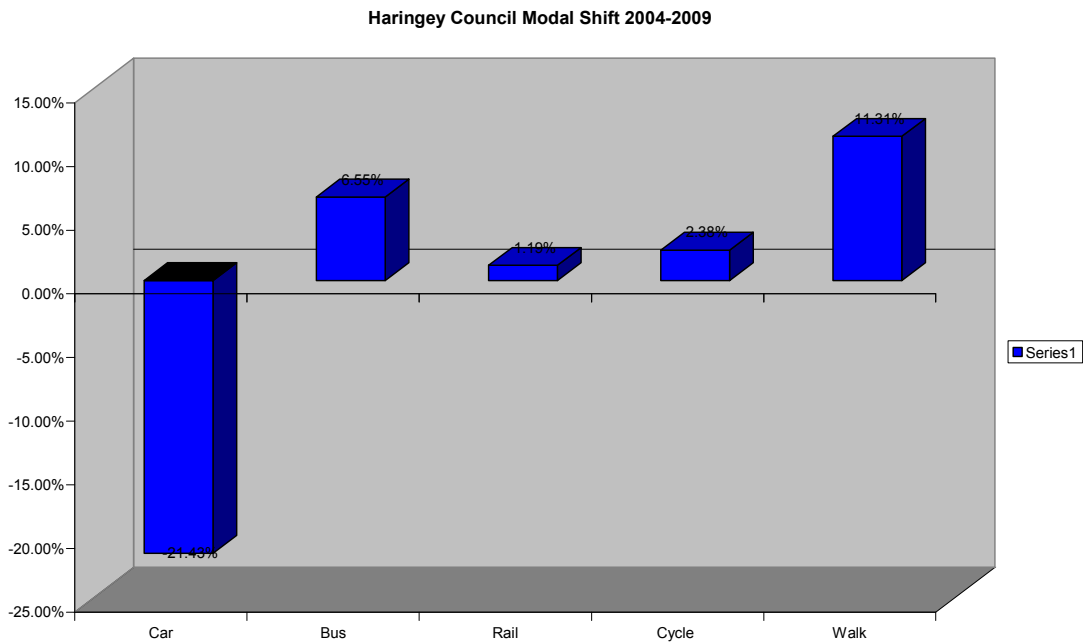
The School Travel Team has taken a direct approach working with schools focussing on developing effective Travel Plans unique to individual schools.

The team uses a variety of initiatives to encourage sustainable transport:

- **WoW (Walk Once a Week)** – Under the scheme Badges are given to pupils as an incentive to walk to school. Figures from 2008 to 2009 indicated that 21,000 walking journeys were made under the scheme. Over 50 primary schools are currently taking part in the scheme. (please see Appendix 1). Schools that participated in WoW showed an overall increase of 1.32% in walking journeys between 2008 and 2009.
- **Upgrade** - A scheme from Transport for London aimed at year 6 pupils designed their transition between primary and secondary school. Pupils receive a pack containing a magazine, maps with local secondary schools and tips on safe independent travel. Parents also receive an additional booklet with information on independent travel.
- **Go Bike** - Pupils are encouraged to cycle to school and are rewarded by completing a set of levels. Rewards range from a pen and pencil to entry into a prize draw for a free bike.
- **The Wheely Great Treasure Trail** - A cycling event held during National Bike Week in various public parks in the borough. Schools are divided into teams of 8 and follow a trail leading to an ultimate prize of a £500 voucher to purchase Pool bikes for the school. The event has run for two years consecutively and with over 100 pupils taking part (Appendix 2)
- **Busology** – A music project to encourage secondary pupils to promote good behaviour on buses. Haringey has 15 secondary schools and behaviour on buses has been identified by the Safer Transport Team (Met Police) as a problem in certain areas of the borough. 60% of pupils from Park View Academy highlighted feeling unsafe travelling to school by bus. These issues were combined to produce a music video with pupils at the same school. Over 54% of pupils currently use the bus to get to secondary school in Haringey.
- **Pool Bikes** – To encourage the use of sustainable transport we have allocated over 1060 spaces of cycle parking and over 1000 pool bikes with allocated funding from Transport for London.

## Modal Shift

Statistics indicate substantial increases in Walking, Cycling and Public Transport and decreases in car journeys by -21.43%.



<b>Car</b>	<b>Bus</b>	<b>Rail</b>	<b>Cycle</b>	<b>Walk</b>
-21.43%	6.55%	1.19%	2.38%	11.31%



Haringey Council's staff travel plan was introduced in April 2008, as part of our commitment to tackling climate change at a local level. The travel plan supports the council's priority to become one of London's greenest boroughs to lead by example when it comes to protecting and improving the environment.

The travel plan consists of a package of measures designed to reduce staff car usage and the necessity to travel for commuting and work related journeys.

Staff travel habitats were resurveyed in July 2009 and the following results were achieved.

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

The 4 main elements to the travel plan include:

### **1. Essential Service Permits (ESP's)**

Introduction of stringent criteria for allocating ESP's, with charges graded according to vehicles' carbon emissions. This has resulted in the number of ESP's in use falling from 2,400 to 800, a reduction of a third and is reflected in the survey results showing a 26% reduction in the use of Council employees' private vehicles for council related journeys.

### **2. Staff Car Parking**

A staff parking priority and charging schemes has been introduced for parking at all the Council's office car parks. Staff requiring a parking space has been reduced by 43% from 525 to 300.

### **3. Essential User Car Allowance**

More stringent criteria have been introduced for allocating an Essential User Car Allowance to a post resulting in a 7% reduction in the allowance.

### **4. Alternative travel options**

#### **a) Three SMART electric pool vehicles**



- Use of three SMART Electric vehicles for site visits, meetings etc, reducing the need for staff to bring their own vehicles to work.

**b) Pool Bicycles**

- 12 pool bicycles are now regularly used by staff for site visits around the borough.

**c) Cycling Facility improvements include:**

**d) Cycle Training for staff**

- On road cycle training with access to pool bicycles for training.

**e) 'Doctor Bike' Maintenance Sessions**

**f) Cycling Incentives**

- Haringey Cycle to work scheme available to Haringey employees. (55 staff have already obtained a bicycle through this scheme for cycling to work and for work)
- Interest Free Loan for purchasing bicycle & cycling equipment
- Discount offered to Council staff at 2 local cycle shops

**g) Car sharing scheme**

**h) Public Transport incentives such as:**

- Interest free travel season ticket loans are available for staff
- Pilot introduction of departmental oyster cards



**i) Walking incentives**

- Promotional events (eg. walk to work week)

**j) New employee induction packs including sustainable travel info.**

**Bus Services**

43 bus routes serve the Borough of which all but 10 are high frequency routes. The routes are mainly radial in nature. The main issue for these radial routes is provision of capacity to meet growing demand. A number of routes form a high frequency orbital network. However, further development of the orbital bus routes is needed to provide an effective and sustainable alternative to the car for journeys to the east and west of Haringey. In addition the development of the orbital bus network is constrained by the nature of the road network and low rail bridges.

**How important is travel and sustainable transport issues to local people?**

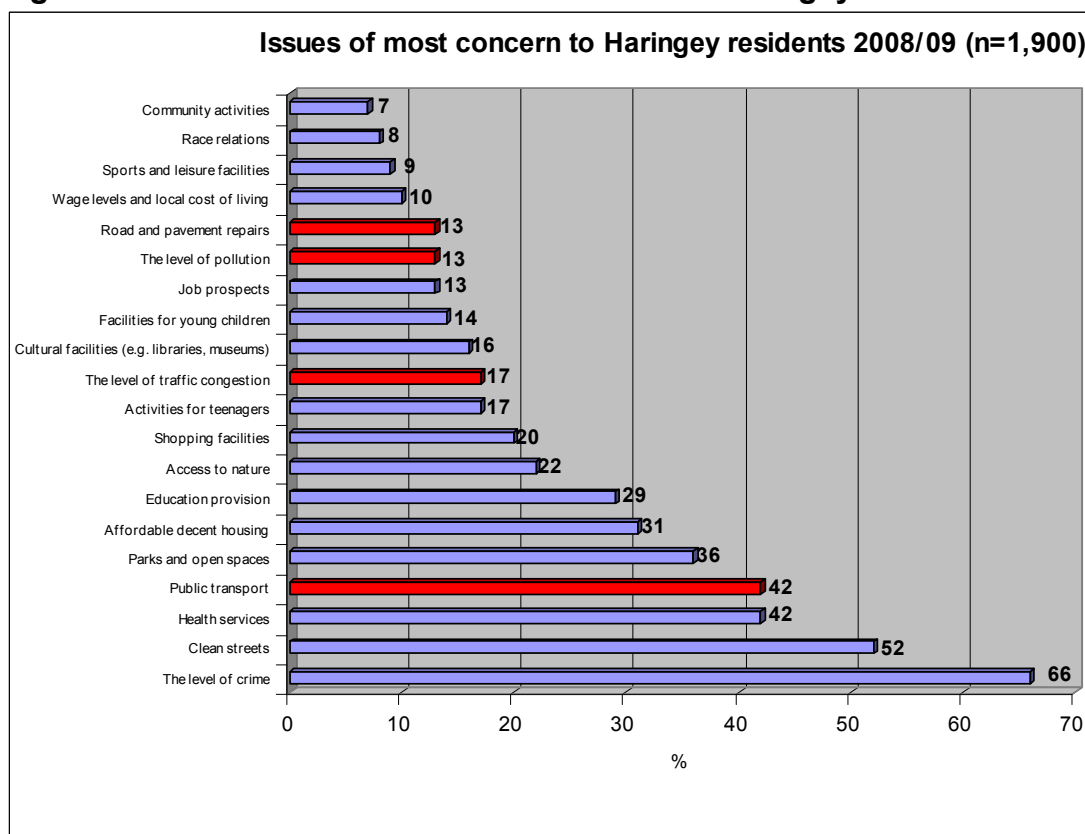
A number of consultations have been undertaken with local residents which provide some insight in to local perceptions of transport, traffic congestion and sustainable transport issues. This section of the report highlights key findings to emerge from these consultations which may guide and inform the scrutiny review process.

### The Place Survey

The Place Survey is a national survey which is used to support assessments of local public services. The survey has been developed by the Department of Communities and Local Government and provides data for 25 national indicators which are informed by citizens' views and perspectives. The survey was conducted in 2008/09 and completed by approximately 1,900 people resident in Haringey.

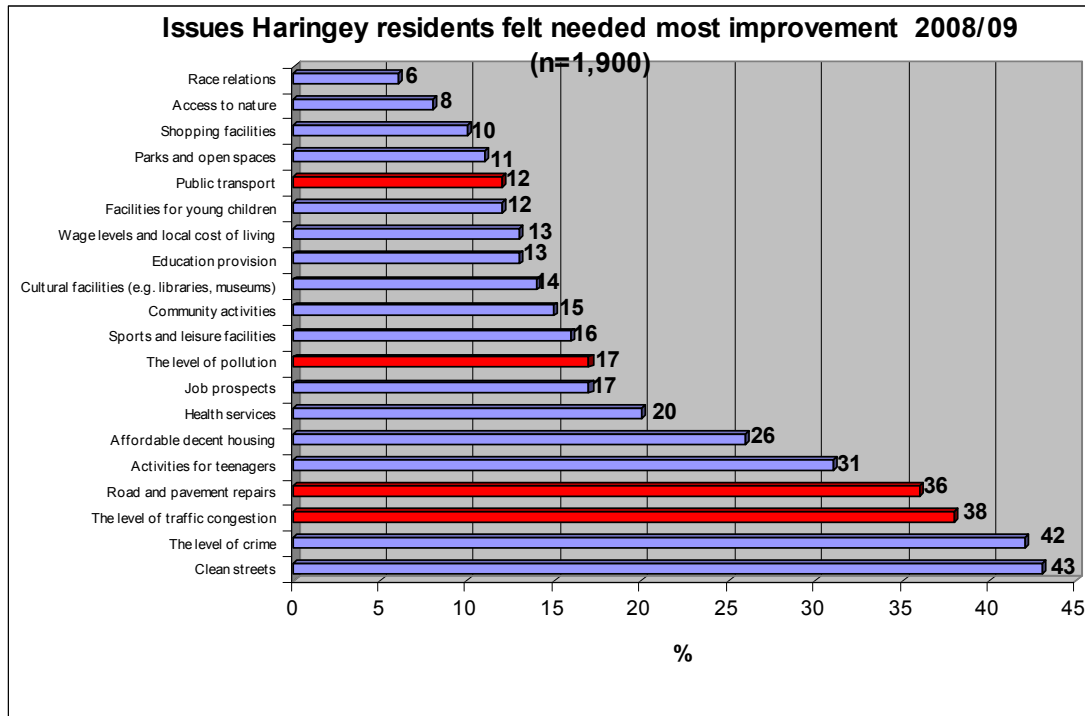
The survey sought to ascertain what issues are of most concern to local people and, those issues which need most improvement locally. The top three issues of concern to local people were the level of crime (66%), clean streets (52%) and public transport (42%). Traffic congestion was cited to be of most concern to 17% of respondents, whilst both road & pavement repairs and the level of pollution was named by 13% as an issue of most concern (**Figure 6**).

**Figure 6 - Issues which are of most concern to Haringey residents**



When considering those issues which need most improvement, the top three issues cited by respondents were clean streets (43%), the level of crime (42%) and traffic congestion (38%). Road and pavement repairs (36%) also figured prominently among issues which respondents felt needed most improvement. Interestingly, whilst public transport was a significant local concern (42%), far fewer respondents (12%) felt this needed most improvement (**Figure 7**).

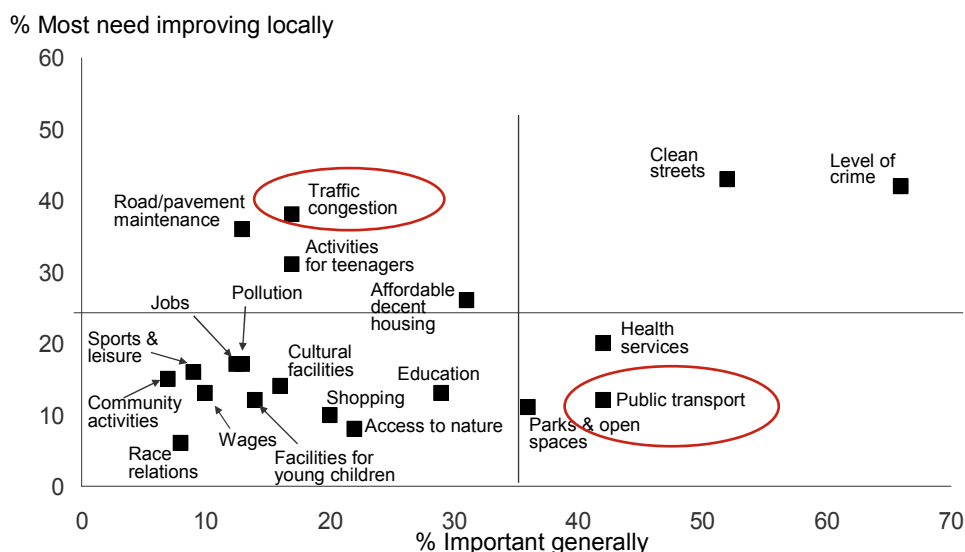
**Figure 7 - Issues which Haringey residents felt needed most improvement**



The above data is useful as it provides an indicator of the comparative priority of transport related issues against other community concerns. Also, by mapping those issues which are of most concern against those which need most improvement; this indicates that clean streets and the level of crime are significant priorities over and above other issues (Figure 8). It is noted that traffic congestion and public transport also figure prominently in this same assessment.

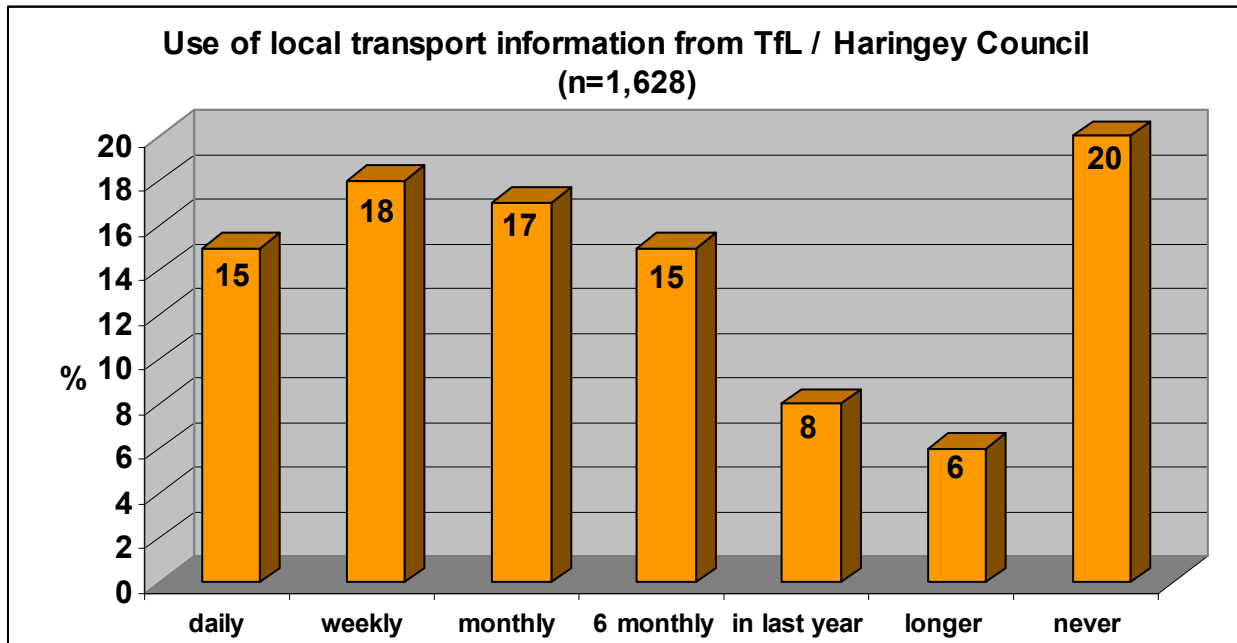
**Figure 8 – Resident priorities for action from the Place Survey**

**Relative Priorities of traffic congestion & public transport (Place Survey)**

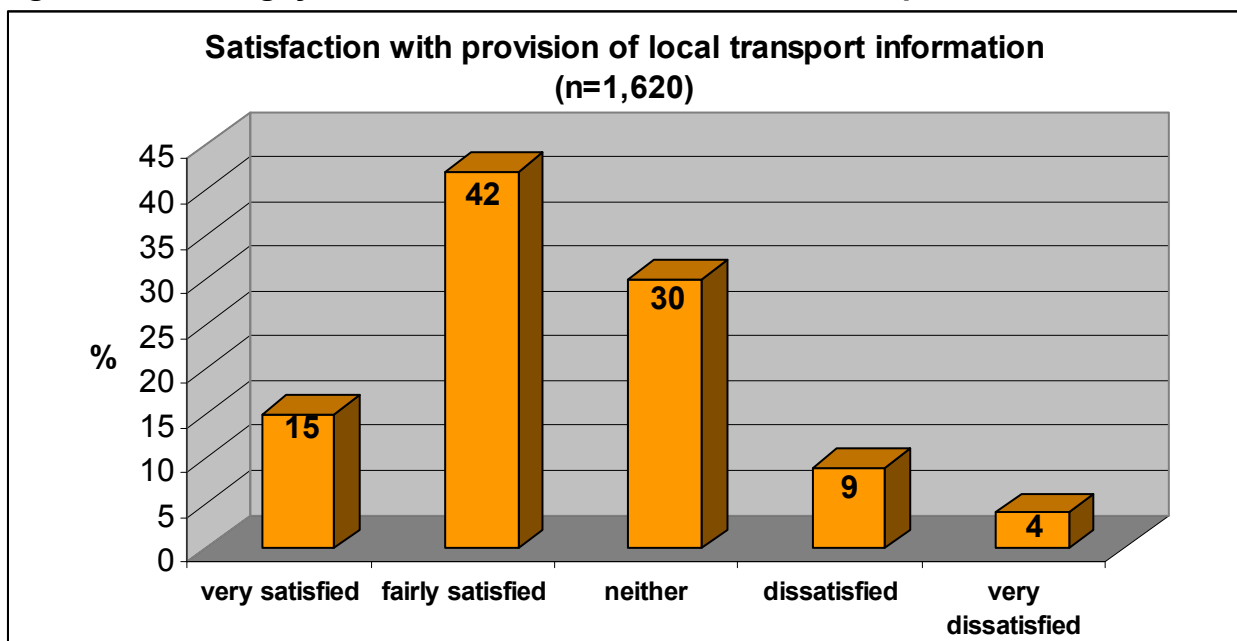


The Place Survey also assesses more specific perceptions of local transport services including use and satisfaction of local transport information and, use and satisfaction of local bus services. This data demonstrates that 50% of respondents have used local travel information services at least monthly (**Figure 9**), and that most (57%) are satisfied with this service (**Figure 10**).

**Figure 9 – Haringey residents use of local transport information**



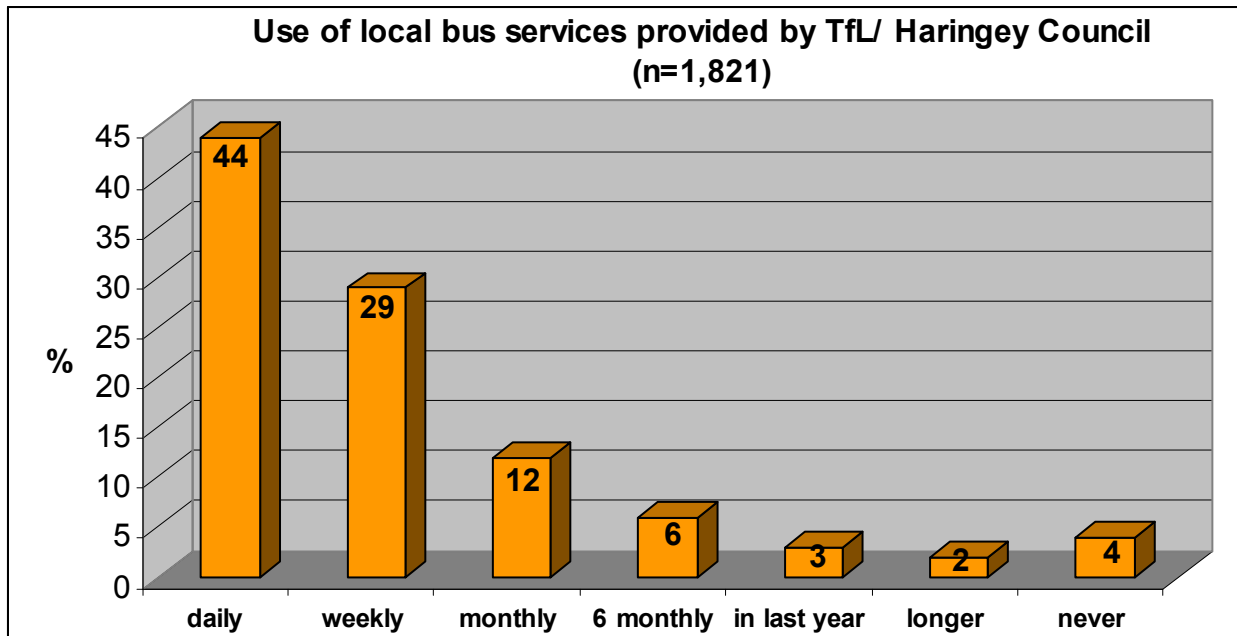
**Figure 10 – Haringey resident's satisfaction with local transport information**



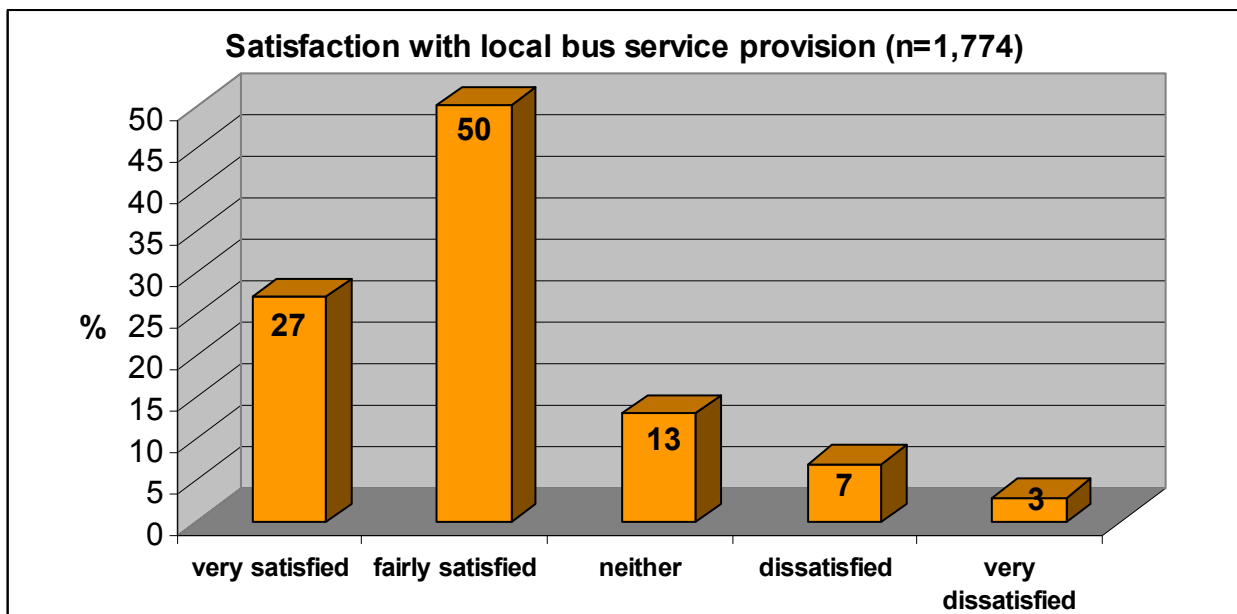
Similar assessments are made of local bus services, in which the reliance on local bus services is revealed; 44% of respondents used the bus service daily and 73% use the bus service at least weekly (**Figure 11**). Just 4% of respondents have not

used the local bus service. Over  $\frac{3}{4}$  (77%) of respondents were broadly satisfied with local bus service provision (**Figure 12**).

**Figure 11 – Haringey residents use of local bus services**



**Figure 12 – Haringey resident's satisfaction with local bus services.**



Sustainability issues are also tested within the Place Survey through a broad assessment relating to local public services working to make Haringey greener and cleaner. Here, 71% of respondents agreed that local services were working to make Haringey greener and cleaner to some extent (53%) or a great deal (18%) (**Figure 13**).

**Figure 13 – Haringey residents satisfaction with local public services making the areas greener and cleaner.**

