



Haringey Council

Agenda item:

[No.]

Cabinet

On 14 September 2010

Report Title: Draft Local Implementation Plan 2011-2014 and Annual Spending Submission for Transport Proposals 2011/12.

Report of : Niall Bolger, Director of Urban Environment

Signed :

1st Sept. 2010.

Contact Officer : Joan Hancox, Head of Sustainable Transport

Wards(s) affected: All

Report for: Key Decision

1. Purpose of the report
 - 1.1. To seek approval to commence statutory consultation on the draft Local Implementation Plan.
 - 1.2. To seek approval to submit the Annual Funding Submission to Transport for London (TfL) for LIP funding for 2011/12.

2.0 Introduction by Cabinet Member

- 2.1 The Local Implementation Plan sets out our transport strategy for the next 20 years and provides details of our programme of transport projects for 2011-14. Our funding submission focuses on neighbourhoods in Haringay, St Ann's, Seven Sisters and North Tottenham and on Green Lanes and Wood Green High Road corridors. Measures will be targeted at environmental improvements, cycling and walking and traffic calming. We have a road safety, home zone programme and cycling route programme. Our smarter travel projects are aimed at schools, and travel planning. Our major investment of around £2.9m is targeted at Wood Green town centre.
- 2.2 Our transport programmes and strategy is aimed at supporting regeneration of the Borough, improving road safety and accessibility, minimising road congestion, improving air quality and reducing crime and fear of crime and reducing CO₂ emissions.

3.0 State link(s) with Council Plan Priorities and actions and /or other Strategies:

- 3.1 Mayors Transport Strategy
- 3.2 North London sub regional transport plan
- 3.3 Haringey's Core Strategy / Local Development Framework
- 3.4 Sustainable Communities Strategy
- 3.5 Greenest Borough Strategy
- 3.6 Local Area Agreement
- 3.7 Sustainable modes of travel to school Strategy
- 3.8 Haringey Regeneration Strategy
- 3.9 Haringey Community Safer Partnership Strategy
- 3.10 Haringey Air Quality Action Plan
- 3.11 Local Authority Carbon Management Plan

4.0 Recommendations

4.1 It is recommended that the Cabinet:

- (i) Approve the draft LIP for consultation.
- (ii) Approve the Annual Spending Submission as set out in Appendix B of this report.
- (iii) Agrees the Option in section 8 should LIP funding be reduced by TfL

5.0 Reason for recommendation

- 5.1 Haringey Council are legally required by the 1999 Greater London Authority (GLA) to prepare a Local Implementation Plan (LIP) containing proposals for the implementation of the Mayors Transport Strategy (MTS) within the borough during the period 2011-2014.
- 5.2 Haringey Council are required to submit an Annual Spending Submission for 2011/12 providing detailed information for the Corridors and Neighbourhoods, Smarter Travel and Maintenance programmes which represents transport investments in the borough of over £3.2 million.
- 5.3 TfL has provided informal advice of a likely reduction in LIP funding for 2011/12 and for future years. Two options for reducing our spend are set out in the report.

6.0 Other options considered

- 6.1 A Strategic Environmental Assessment is required for the development of the LIP. Through the SEA process we are required to consider options to our preferred transport strategy and to assess these options against a range of environmental criteria.
- 6.2 The Council has the ability to switch up to 20% of LIP funds from one transport area to another. It is proposed that we take advantage of this option and transfer 12.5% of Corridors and Neighbourhood funding to the Smarter Travel

programme.

- 6.3 The LIP is our Transport Strategy and will form the basis for our projects and programmes to be pursued over the next 10 years. Although the Mayor's Transport Strategy provides the context for our LIP we have scope to interpret the Mayoral objectives and develop our own transport objectives.

7.0 Summary (Background)

7.1 This report sets out the structure and content of Haringey Council's draft LIP which details how the Council will implement the MTS at the borough level over the next year three years (from 2011 to 2014). The LIP is compiled in accordance with TfL guidance and consists of:

- An evidence-based identification of Borough Transport Objectives covering the period 2011-14, based on the key transport issues, challenges and opportunity for Haringey, prepared within the context of the goals and challenges of the MTS and the sub regional transport plan for North London.
- A costed and affordable 3 year delivery programme of schemes and policy measures for 2011/12 to 2013/14, based on the Borough's 3 year funding allocations provided by TfL.
- A Performance Monitoring Plan which identifies locally set targets for mandatory indicators and local non-mandatory indicators which will be used to assess progress against the plan objectives.
- Development of an SEA and EQIA of the LIP. Consultants are preparing the SEA environmental report for consultation with the LIP.

A draft version of the LIP is contained with Appendix A.

7.2 This report also incorporates the Annual Spending Submission for 2011/12 which provides more detailed information regarding the Corridors and Neighbourhoods, Smarter Travel and Maintenance programmes for the borough during 2011/12. See Appendix B.

7.3 The Council will be undertaking public and statutory consultation on the draft LIP, SEA and Annual Spending Submission in September/ October 2010. The Annual Spending Submission deadline to TfL is 8 October and the draft LIP submission deadline is 20 December. We have undertaken consultation on Haringey's priority transport issues and challenges in June and July via several consultation sources including the Council's Core Strategy consultation process, online via the Council's website, and through public consultation displays at the 7 Council area assemblies, at the Haringey Green Fair and the Tottenham Carnival. The responses have strongly influenced the development of our LIP Objectives. Details of the response are in Appendix A, chapter 2.4.

7.4 The LIP includes an evidence-based identification of Borough Transport Objectives covering the period 2011-14 and up to 20 years reflecting the timeframe for the MTS. Within this section, the LIP is required to identify how the borough will work towards achieving the MTS goals of:

1. Supporting economic development and population growth
2. Enhancing the quality of life of all Londoners

3. Improving the safety and security of all Londoners
4. Improving transport opportunities for all Londoners
5. Reducing transport's contribution to climate change and improving resilience

The boroughs LIP objectives are listed in Appendix A, chapter 2.5.

8.0 Draft Local Implementation Plan 2011-2014

From 2011/12, LIP funding for transport projects is provided through 4 main categories, Corridors/Neighbourhoods, Smarter Travel, Major Schemes and Maintenance. TfL allocate funding for all categories except Major Schemes through a needs based formula and have provided Haringey with details of our 3 year funding allocation for 2011 to 2014, as shown in the table below. This is £500,000 less than in 2010/11. TfL have indicated this will be a maximum of £472,000 per year between 2011-2014 for Principal Road maintenance. Bridges funding is based on assessment and is not included in the TfL indicative allocation. Major Schemes funding is through a three stage bidding process.

TfL LIP funding guidance provides the Council with the option of switching up to 20% of funds from one transport area to another. It is proposed £261,000 (12.5%) of the Corridors and Neighbourhoods budget is transferred to the Smart Travel programme, as the Council consider behavioural change offers the greatest scope for reducing the impact of motor traffic and encouraging sustainable transport. This 12.5% transfer of funding is reflected in the table below.

Haringey's LIP allocation for 2011-2014.

Transport area	2011/12 [£k] (after 12.5% transfer of funds)	Indicative 2012/13 [£k]	Indicative 2013/14 [£k]
Corridors/Neighbourhoods	1,824	2,361	2,361
Smarter Travel	533		
Local Transport Projects	100	100	100
Maintenance – Principal Roads	472	472	472
Total	2,929	2,933	2,933

Our approach for prioritising LIP funded schemes for the 2011/12 Annual Funding Submission and the subsequent 3 year period of the LIP is based on a prioritisation of Corridors and Neighbourhoods. This approach was agreed at Cabinet in September 2009. The full programme of investment for the LIP delivery plan 2011 – 2014 is detailed in Appendix A.

As part of the LIP the Council is required to prepare a performance monitoring plan, identifying a set of indicators and locally specific targets which can be used to assess whether the LIP is delivering its objectives and the outcomes set out in the MTS.

Targets are required to be set against the following 5 mandatory performance indicators: mode share, bus service reliability, asset condition (i.e. principal road

network), road traffic casualties and CO2 emissions. In addition a number of local non-mandatory performance indicators are proposed. These are: non-principal road condition, proportion of children travelling by car to school and access to services and facilities. Details of the LIP performance monitoring plan are contained in Appendix A.

TfL has provided additional informal guidance on future LIP funding which may occur following the Comprehensive Spending Review [CSR] in October. There may be a reduction of 30% in LIP funding for Corridors/Neighbourhoods, Smarter Travel and Local Transport Project funding for 2011 onwards equating to approximately £737,000. The table below shows possible options for reducing these allocations and their potential implications using the 2011/12 allocation but can be used for other future years allocations.

Transport area	TfL initial allocation for 2011/12 [£k]	LBH proposed allocation [£k]	30% reduction Option 1 [£k]	30% reduction Option 2 [£k]
Corridors/ Neighbourhoods	2,085	1,824 [-12.5%]	1,277	1,347
Smarter travel	272	533	443	
Local Transport Projects	100	100	0	0
Total	2,457	2,457	1,720	1,720

Option 1: the Corridors/Neighbourhoods and the Smarter Travel allocation are both reduced by 30% with the Local Transport Projects (£70k) used for Smarter Travel. The reduction for this transport area could result in potentially the loss of neighbourhood projects in Tottenham gyratory or limited scope cycling schemes through Biking Borough or Greenways. There would be a reduction in our travel awareness work and the promotion of sustainable travel with schools/businesses and the community.

Option 2: this is the same as Option 1 but with Local Transport Projects funding used for Corridors/Neighbourhoods allocation. For Smarter Travel there would be very much reduced scope than currently planned on school travel planning and road safety education, training and publicity.

For both options the reduced funding would impact on the Council's ability to meet targets to reduce road user casualties, reduced car usage and reduced CO2 emissions. The objectives and hence the targets for the LIP would need to be amended. Similarly the delivery plan would need to be amended.

9.0 Annual Funding Submission 2011/12

Details of the LIP funding submission for 2011/12 are provided in Appendix B.

10.0 Chief Financial Officer Comments

10.1 Preparation of the Local Implementation Plan and associated Annual Spending Submission are required in order to gain access to external grant funding from TfL. The majority of the Council's capital expenditure within the Sustainable Transport Business Unit is derived from this source and the Department is also dependent on associated fees to support its revenue budget. Decreased levels of funding from previous years create pressures within Sustainable Transport budgets that are being addressed and these will need to continue to be closely monitored if funding is further reduced as expected following the Comprehensive Spending Review.

10.2 The cost of preparing this report and associated plans has been met within existing budgets.

11.0 Head of Legal Services Comments

11.1 Local Implementation Plans are statutory documents prepared under s145 of the Greater London Authority Act 1999 ("the Act") and are required to set out how the Council intends to implement the Mayors Transport Strategy. The LIP must be submitted to the Mayor for approval and the Mayor has power to direct that changes are made.

11.2 The Act sets out the bodies that the Council is required to consult during the preparation of its LIP, and it is confirmed that the Council's proposed consultation as detailed at paragraph 14.0 below includes the mandatory bodies along with other organisations.

11.3 Cabinet members are reminded that the Council has duties under race, disability and gender legislation and that it is important to have regard to the Equality Impact Assessment attached to this report. In particular, along with other duties the Disability Discrimination Act 2005 provides that in carrying out its functions, the Council as a public body must have due regard to the need to promote equality of opportunity between disabled persons and other persons, and the need to take account of disabled persons' disabilities, even where that involves treating disabled persons more favourably than other persons.

12.0 Head of Procurement Comments – [Required for Procurement Committee]

12.1 N/a

13.0 Equalities & Community Cohesion Comments

13.1 A EqIA has been undertaken as part of the LIP development process and is contained in Appendix A.

14.0 Consultation

14.1 The Council will be undertaking public and statutory consultation on the draft LIP, SEA, and Annual Spending Submission for a 6 week period commencing on 27th September. The draft LIP document and covering letter will be sent, electronically

where possible, to all stakeholders and will be available to view on online. Consultation details will be contained with the October edition of Haringey People, the council's monthly magazine, and through a press release to local newspapers.

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

15.0 Service Financial Comments

- 15.1 This programme contains different streams of capital investment requiring submission to Transport for London (TfL) for LIP funding for 2011/12

16.0 Use of appendices /Tables and photographs

- 16.1 Appendix A – Draft LIP
- 16.2 Appendix B – LIP programme of investment 2011 – 2014 including LIP funding submission 2011/12.

17.0 Local Government (Access to Information) Act 1985

- 17.1 TfL Guidance on Developing the Second Local Implementation Plans, May 2010.



DRAFT LIP

1.0 EXECUTIVE SUMMARY

1.1 Haringey Council are legally required to prepare a Local Implementation Plan (LIP) containing proposals for the delivery of the Mayors Transport Strategy (MTS) in Haringey. The LIP is a borough wide transport strategy detailing the council's transport objectives and delivery proposals for 2011-2014 which reflect the transport needs and aspirations of people in Haringey and contributes towards the implementation of key priorities within the MTS over the 20 year period 2011-2031.

2.0 Haringey's transport challenges

The transport challenges and opportunities facing Haringey over the next 20 years, have been identified and prepared within the context of the goals and challenges of the MTS, the sub regional transport plan for North London, and through consultation with Haringey residents and key stakeholders. From this the following LIP objectives have been developed:

- Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough.
- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.
- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.
- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.
- Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives.
- Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.
- Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network.
- Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.
- Minimise the effects of unpredictable events arising from climate change on the transport network.

DRAFT LIP

1 Introduction

1.1 Background

The Local Implementation Plan (LIP) is a borough wide transport strategy that details how the council's transport objectives contribute towards the implementation of key priorities set within the Mayor's Transport Strategy (MTS) and additionally reflects the transport needs and aspirations of people in Haringey. This is Haringey Council's second LIP, which sets out the council's transport objectives and delivery proposals for 2011-2014 and provides longer term proposals and programmes to implement the MTS over the 20 year period 2011-2031.

The Haringey LIP outlines the Council's long term transportation goals and also provides a framework that will enable the delivery of successful sustainable transport projects, which will additionally accord with the following five MTS goals:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving the safety and security of all Londoners
- Improving transport opportunities for all Londoners
- Reducing transport's contribution to climate change and improving it's resilience

In addition to the MTS, Haringey's LIP has been developed in accordance with the draft Sub-regional transport plan (SRTPs) and takes into account the Transport for London business plan and investment programme. The LIP also includes a breakdown of the council's investment programme for the delivery plan covering the financial years 2011/12-2013/14.

As an integrated transport strategy the Haringey LIP seeks to address the challenges relating to improving the quality of the environment and access to transport for all within a difficult financial climate. The main focus will be on tackling inequalities relating to health and access to key destinations and employment areas as well as improving opportunities for walking and cycling within the borough.

1.2 Development of the Haringey Council LIP

Haringey Council's transport priorities have been identified using the goals and challenges contained within the MTS and the sub regional transport plan for North London. Once identified Haringey Council carried out a number of consultations to help facilitate community and stakeholders involvement in the development of the Haringey LIP.

1.2.1 Equality Impact Assessment (EQIA)

As part of the process an Equality Impact Assessment (EQIA) was carried out to ensure that the LIP had been developed in an inclusive, reasonable and measured way. The EQIA also ensures that the proposals put forward within the document do not result in discrimination or unfair treatment against equality groups. This is discussed further in appendix C.

1.2.2 Strategic Environmental Assessment (SEA)

Haringey Council also commissioned a Strategic Environmental Assessment (SEA), which are required for schemes and projects that are likely to have a significant impact on the environment. The role of the SEA is to promote sustainable development and to ensure that the schemes and programmes put forward as part of the LIP take on board all relevant environmental considerations. The SEA has been produced in consultation with The Environment Agency, Natural England and English Heritage.

1.3 Structure of the Haringey LIP

The rest of the document is structured as follows:

Chapter 2 of the Haringey LIP sets out the boroughs objectives. This chapter describes the local context and geographical characteristics of Haringey as a borough. It outlines Haringey's key transportation issues and identifies how the council will work towards achieving the goals set out within the MTS.

Chapter 3 of the Haringey LIP focuses on the delivery plan. This chapter identifies Haringey's projects and schemes for the period covering 2011-2014 together with the proposed funding programme.

Chapter 4 sets out Haringey's Performance Monitoring Plan, which outlines Haringey's locally set targets that will allow the Council to ensure that all proposed schemes accord with the identified key objectives.

2. Borough Transport Objectives

2.1 Introduction

This chapter sets out Haringey's Borough Transport Objectives for the period 2011 to 2014 and beyond, reflecting the timeframe of the revised Mayor's Transport Strategy. It is structured as follows:

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

2.2 Local Context

2.2.1 About Haringey

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

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

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

2.2.2 Haringey's places

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

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

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

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

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

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

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

2.2.3

Haringey's people

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

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

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

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

2.2.4

Haringey's economy

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

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

Haringey is strategically located in the London-Stansted-Cambridge-Peterborough growth area. With strong links to the City, West End and Stansted Airport the borough is very well placed for both business and commuting. By 2016 it is estimated that approximately 350,000 new London jobs will have been created within one hours commuting time of

Haringey. These include the new job opportunities being created at Stratford City and the Olympic 2012 – accessible by rail in 15 minutes from Tottenham Hale.

2.2.5 Haringey's housing

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

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

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

2.2.6 Haringey's environment

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

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

2.2.7 Haringey's Transport Geography

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

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

Figure 2.1 Public Transport Accessibility Levels for Haringey



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

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

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

The key transport network and links for Haringey are detailed in table 2.1.

Table 2.1 Haringey's existing transport geography

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

	<p>and 6th form schools, 5 polyclinic health centres, industrial areas at Garman Road, Mill Mead Road, Haringey Heartlands</p>	<p>Greenways pedestrian and cycle corridors Public rights of way – 25.5km of footpaths</p>	<p>Local underground stations – Highgate</p> <p>Bus stops - ? bus stops of which ? are fully accessible [?%]</p> <p>Key local junctions – A105 Wood Green High Road/Lordship Lane/Station Road, A105 Wood Green High Road/Turnpike Lane, A504 Muswell Hill/Park Road, A1201/A103 Crouch End Broadway, A1010 Tottenham High Road/Northumberland Park, A504 Turnpike Lane/Wightman Road, A109 Bounds Green Road/Brownlow Road, A109 Lordship Lane/Boreham Road/The Roundway, A105 Green Lanes/Seven Sisters Road</p>
--	---	--	--

2.2.8 Policy Influences

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

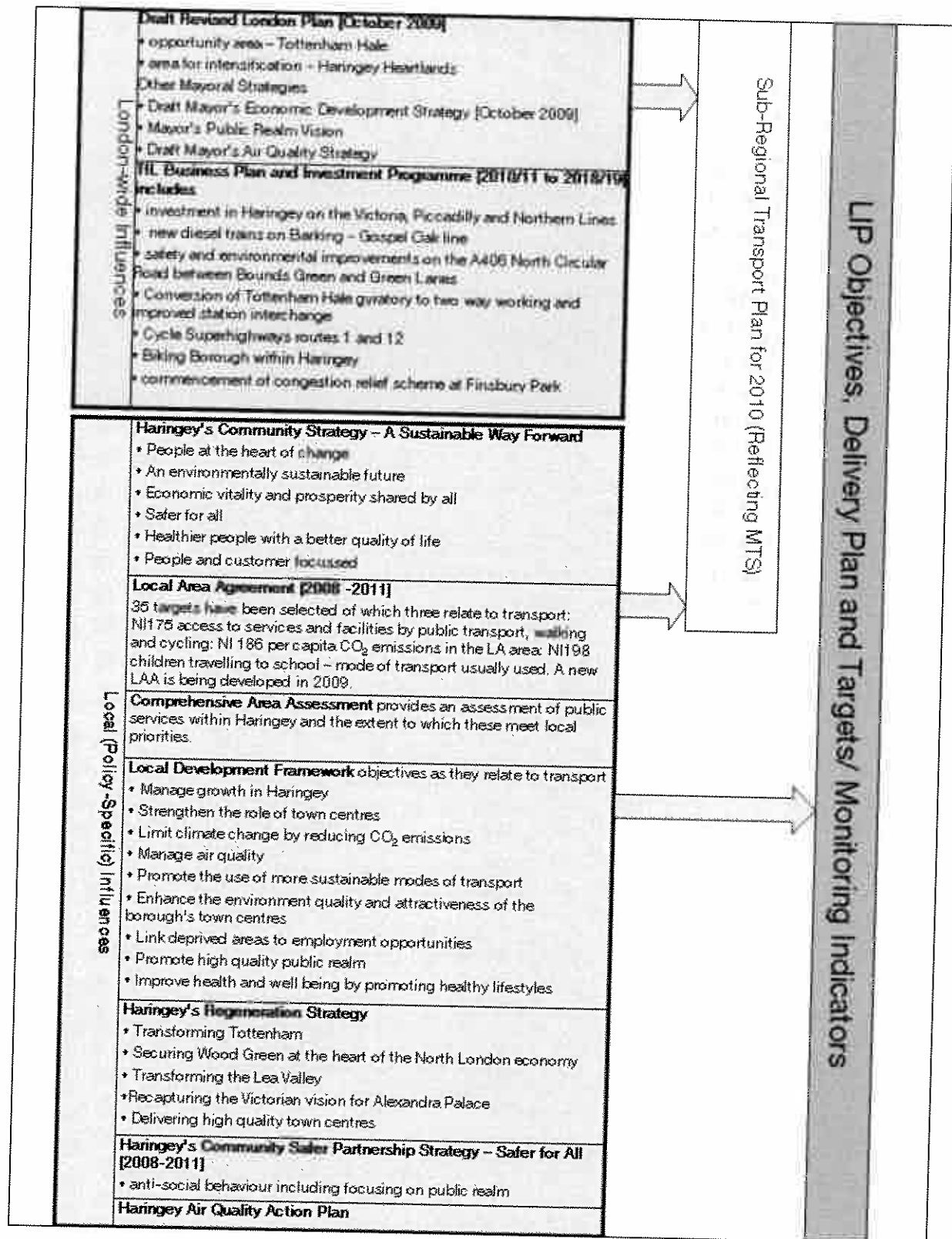
Figure 2.2 – Summary of Policy Influences

National Influences	Transport White Paper – Delivering a Sustainable Transport System (2009) <ul style="list-style-type: none"> • tackling climate change and economic growth together • new approach to strategic transport planning
	Traffic Management Act 2004

London-wide Influences	Mayor's Transport Strategy <ul style="list-style-type: none"> • support economic development and population growth • enhance the quality of life for all Londoners • improve the safety and security of all Londoners • improve transport opportunities for all • reduce transport's contribution to climate change and improve its resilience • support delivery of the London 2012 Olympic and Paralympic Games and it's legacy
	<ul style="list-style-type: none"> • Key MTS outputs for boroughs: • 60% reduction in London's CO₂ emissions • all high trip generating development located in areas of high public transport capacity and accessibility • smarter travel initiatives including better information provision • improved and new walking and cycling infrastructure including new cycle hire, cycle hubs, cycle highways and better streets • improved distribution of freight through Delivery and Servicing Plans • improved access of taxis, private hire and coaches through enhanced parking and waiting facilities • delivery of asset maintenance and renewal programmes • more efficient use of road and public transport networks through enhanced incident management, road works permit scheme • fair and consistent parking standards across London • improved wayfinding and improved movement of vehicles through removing gyratories • physical barriers for pedestrians and cyclists removed through better street design, maintenance and decluttering • enhanced quality and biodiversity of London's open spaces • reduced noise in residential areas through noise barriers and resurfacing roads
	<ul style="list-style-type: none"> • MTS expected outcomes for boroughs: • public transport, walking and cycling mode share increase from 63% to 63.9% • road journey time reliability expected to increase. Congestion limited to a 15% increase • bus reliability expected to be maintained • increased use of quieter vehicles through the provision of charging points for electric vehicles • fewer injuries on the road network through road safety policies • improved secure cycle parking and safe walking and cycling routes • more considerate road user behaviour through road safety education • reduced speeding through further implementation of average speed cameras • more accessible streets and bus stops • new walking and cycling links in London's most deprived areas • targeted urban realm improvements and safety measures in deprived areas

Sub-Regional Transport Plan for 2010 (Reflecting MTS)
 Facilitating/responding to growth, relieving crowding on public transport network, managing highway congestion/making more efficient use of road network, enhancing connectivity and attractiveness of orbital public transport, improving access to key locations/jobs and services

LIP Objectives, Delivery Plan and Targets/ Monitoring Indicators



2.3 Haringey's Transport Challenges

2.3.1 Introduction

This section sets out the key transport issues, challenges and opportunity for Haringey over the next 20 years. These challenges have been identified and prepared within the context of the goals and challenges of the MTS and the sub regional transport plan for North London, which are presented in table 2.2.

Table 2.2: MTS and North London transport strategy goals and challenges

MTS GOALS	MTS CHALLENGES	NORTH LONDON CHALLENGES
1. Supporting economic development and population growth	Supporting sustainable population and employment growth	Facilitating and responding to growth, particularly in Brent Cross/ Cricklewood and the Upper Lee Valley.
	Improving transport connectivity	
	Delivering an efficient and effective transport system for people and goods	
2. Enhancing the quality of life of all Londoners	Improving journey experience	Relieving crowding on the public transport network
	Enhancing the built and natural environment	
	Improving air quality	
	Improving noise impacts	
	Improving health impacts	
3. Improving the safety and security of all Londoners	Reducing crime, fear of crime and anti-social behaviour	Managing highway congestion and making more efficient use of the road network
	Improving road safety	
	Improving public transport safety	
4. Improving transport opportunities for all Londoners	Improving accessibility	Enhancing connectivity and the attractiveness of orbital public transport
	Supporting regeneration and tackling deprivation	
5. Reducing transport's contribution to climate change and improving resilience	Reducing CO ₂ emissions	Improving access to key locations and to jobs and services. Improving walking and cycling infrastructure and promoting sustainable travel behaviours across a diverse population.
	Adapting to climate change	

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

Haringey's local transport challenges and opportunities are identified within the context of each of the five MTS objectives, as follows in section 2.1.2.

Haringey's transport challenges have been prioritised through consultation with residents, interest groups and organisations. This consultation feedback is detailed in section 2.1.7.

2.3.2 MTS goal: Supporting economic development and population growth

2.3.2.1 Population growth

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

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

2.3.2.2 Haringey's regeneration and growth areas

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

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

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

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

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

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

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

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

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

2.3.2.3 Improving transport connectivity

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

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

Wood Green Town Centre is identified in the MTS as one of 12 Metropolitan Town Centres. TfL are currently working with Haringey Council to a framework for projects focussed on urban realm, road safety and pedestrian, cycling and public transport access which will enhance connectivity with a particular focus on routes to and from key leisure and employment locations and schools.

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

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

TfL's access to opportunities and services data for Haringey identifies the majority of the borough

Enhancing public transport connectivity, particularly for the orbital bus route network is required to improve accessibility to new employment opportunities from the boroughs town centres and the main public transport interchanges. Haringey Council will continue to lobby TfL London buses to improve bus service frequencies, journey times and reliability on the boroughs increasingly crowded bus network. Improving physical access to the public transport network is also required to improve current transport connectivity.

London Underground plays a vital role in the accessibility of Haringey and the network requires continuous renewal to ensure that reliability does not deteriorate. The Council will continue to support TfL in delivering committed infrastructure improvement to increase the capacity and reliability of the public transport network and the Council will continue to lobby for commitment to progress currently unfunded proposals to enhance the networks ability to address current and future travel demands.

The Council supports TfL work in developing rail capacity enhancements for the period 2014 to 2019. We consider enhanced capacity on the West Anglia main line a key priority as well as electrification and train lengthening on the Barking-Gospel Oak line and additional services on the Great Northern line through Alexandra Palace to Moorgate/Kings Cross.

In addition to the above measures, the Council will continue to promote the Shoptmobility scheme within the Wood Green shopping area. The scheme improves accessibility by loaning manual and powered wheelchairs and powered scooters to

2.3.2.4 Highway congestion

Traffic volumes in Haringey have fluctuated over the last decade, with a sustained increase recorded between 2004 and 2007, followed by a reduction during 2008 which equates to a 2% overall reduction in traffic volumes since 2001. The broadly stable volume of traffic over a ten year period is to be welcomed. However, congestion is an inefficient use of road space.

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

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

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

2.3.2.5 Modal share

Figure 2.3 displays Haringey mode share in which 33 per cent of trips are made by public transport and only 34 per cent by car or motorcycle. One in five trips are made by bus, and one in ten by rail or Underground. Haringey's higher bus mode share contributes to the north sub-region having the highest bus mode share of the outer London sub-regions. This transport modal split for Haringey journeys contrasts with the 53% and 50% of trips made by car in Barnet and Enfield respectively.

Figure 2.3 Comparison of modal split between North London boroughs

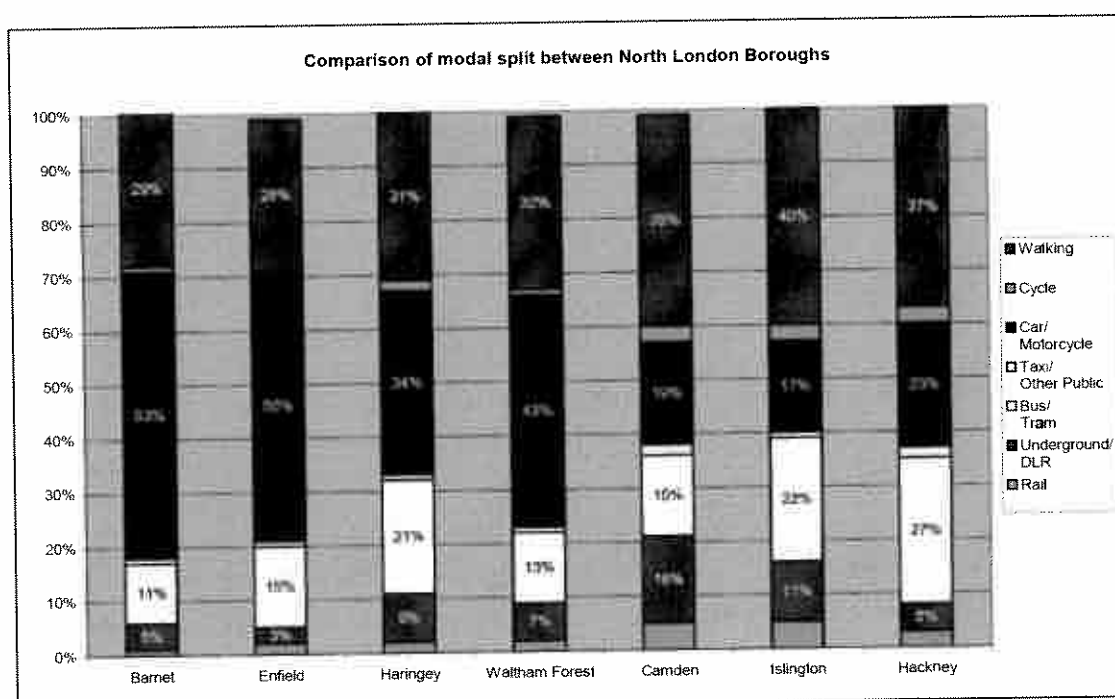
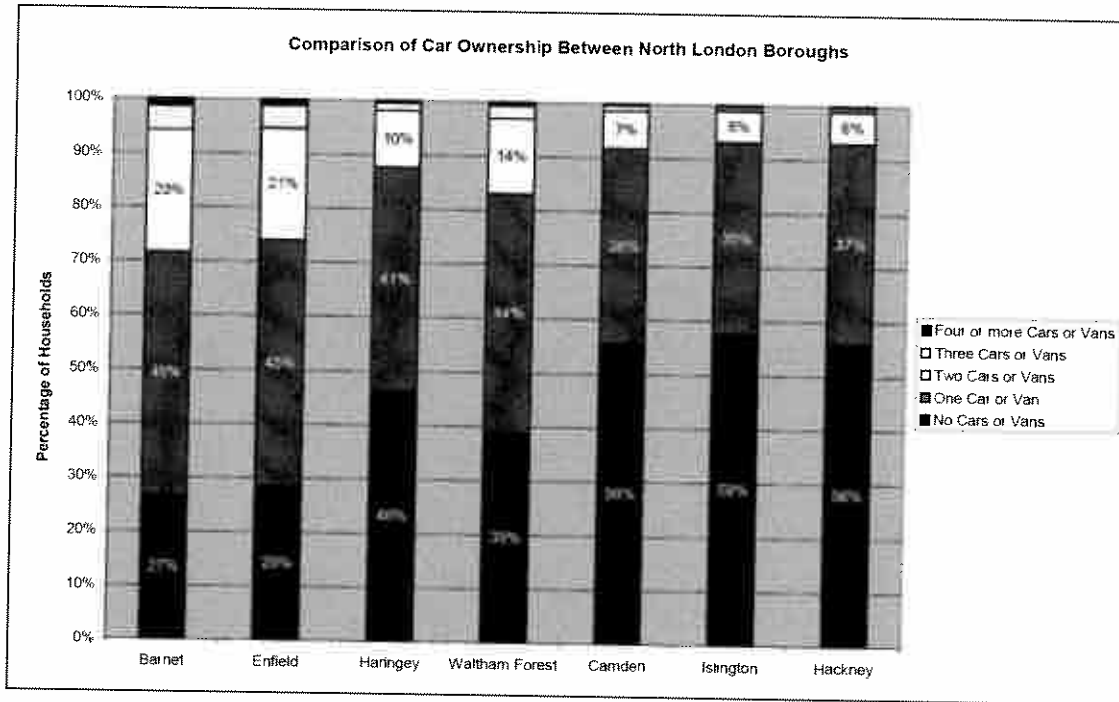


Figure 2.4, shows that neighbouring Barnet has the highest proportion of car owning households, with 77% owning at least one car. This contrasts with Haringey where nearly half of households do not own a car. However, despite Haringey's lower car ownership and usage levels, residents quality of life is significantly affected by the detrimental effects of through traffic. This is reflected by the results of the Place Survey 2009 in which Haringey residents identified traffic congestion as an issue which needs improving.

In terms of future car ownership trends, the north London sub-region is forecast to have an additional 62,000 cars, which is the highest growth of all the sub-regions except east London. Managing for this growth in car ownership and associated increases in parking demand is a significant transport challenge for north London.

Figure 2.4: Comparison of car ownership between North London boroughs



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

Figure 2.5 Showing individuals desire to drive throughout the borough

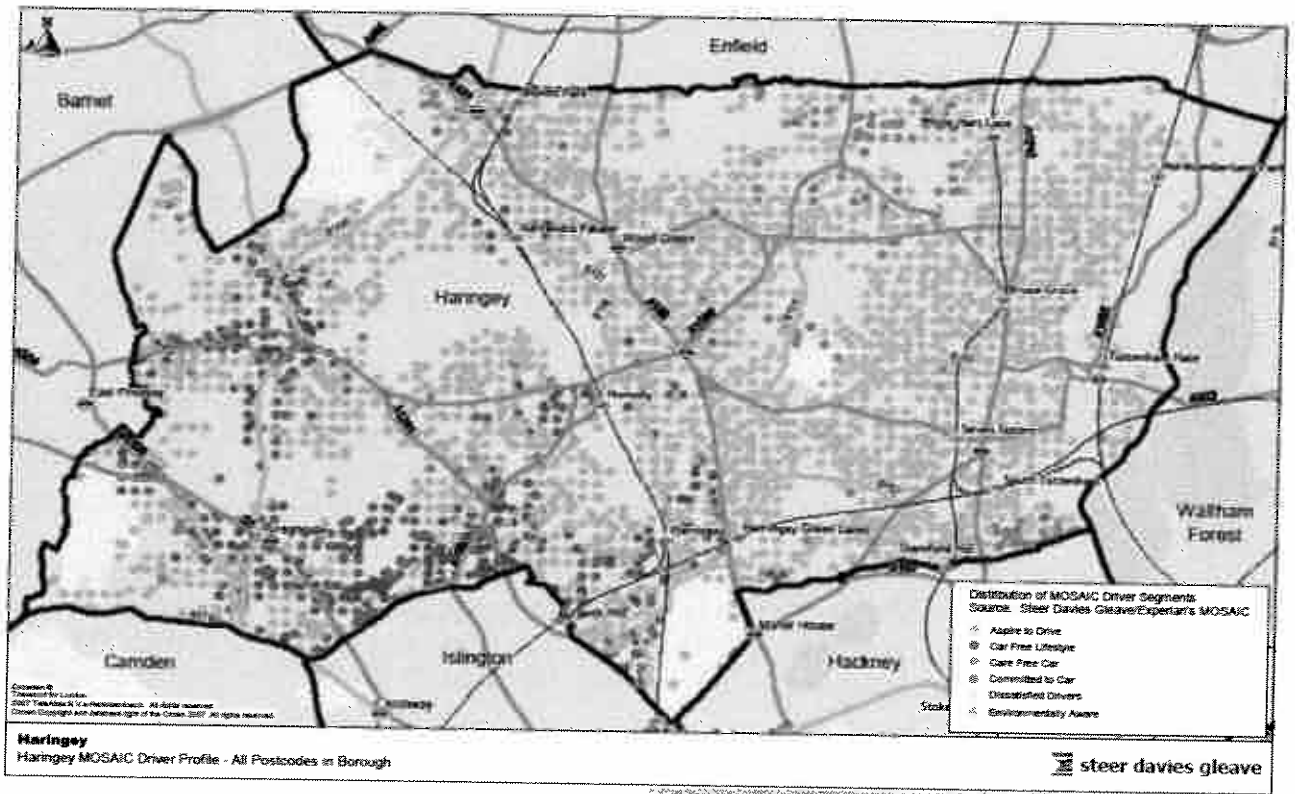


Figure 2.5 summaries Mosaic data of Haringey's residents preferred travel behaviour to examine the likely potential for people to switch to sustainable travel modes. Six groups have been identified. These include car free lifestyle (purple), environmentally aware (green) and dissatisfied

drivers (yellow) who are generally thought to be the most likely groups to use sustainable transport. Haringey is divided in two, with the west of the borough being dominated by these groups whilst the east of the borough is dominated by groups of residents who aspire to drive (orange), committed drivers (dark blue) and care free drivers (light blue). This data suggests that improving accessibility to local services and amenities and smarter travel measures which provide access to affordable and convenient alternative modes of transport to private car ownership are required to serve residents travel requirements and manage growth in car ownership, particularly in the eastern side of the borough

Haringey Challenge: Relieve highway congestion.

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

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

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

2.3.2.6 Crowding on the public transport network:

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

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

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

The committed interventions in north London will result in some improvements in crowding in 2031, such as the Thameslink line and services from Welwyn Garden City.

However, generally the additional demand resulting from the forecast growth will lead to severe crowding in 2031, particularly on the Finsbury Park to central London corridor, on both branches of the Northern line and on the Jubilee line south of Finchley Road.

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

Haringey challenge: Relieving crowding on the public transport network:

In addition to the planned increases in public transport capacity a key approach to relieving crowding on the network is to alleviate current peaks in travel demand and to reduce the necessity to travel by public transport by encouraging walking and cycling. Haringey has been awarded biking borough funding by TfL to identify measures to increase cycling rates in the borough such as the development of a cycling hub, borough wide cycle parking, cycle training and a promotional strategy. TfL's proposed Cycle Superhighways project has two routes planned through the borough which may encourage some commuters to shift to cycling from crowded bus, rail and underground lines.

Smarter travel measures will also encourage a switch from public transport to walking for shorter journeys, and as a link between public transport networks.

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

2.3.3.1 Improving journey experience:

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

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

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

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

2.3.3.2 Improving air quality

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

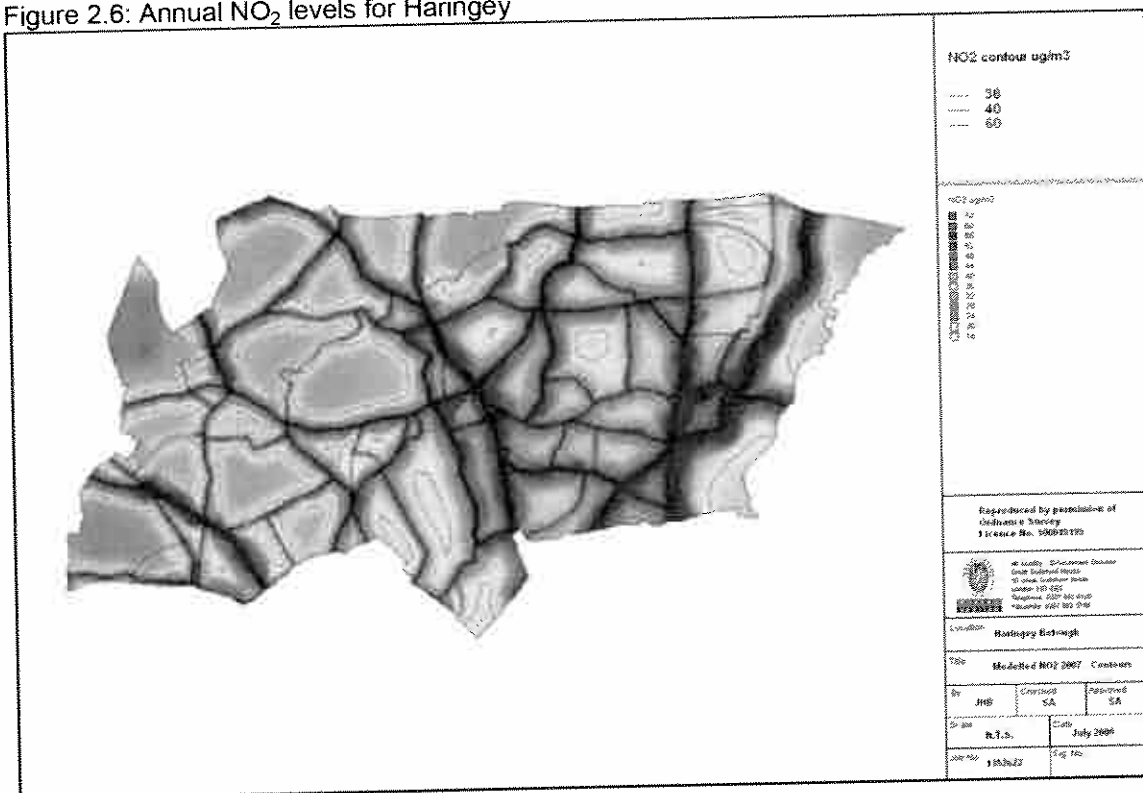
Since 1997 Haringey Council has been carrying out air quality monitoring in the borough for nitrogen dioxide (NO₂), ozone (O₃), PM10 particulate (mainly from petrodiesel engines), carbon monoxide (CO), and sulphur dioxide (SO₂), for the London Air Quality Network. Results show that all pollutant levels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

Figure 2.6 displays the annual average NO₂ levels for Haringey. The highest concentrations of NO₂, shown by the purple and red colours, occur adjacent to the main road corridors and junctions, of which sections are part of the TfL TLRN network.

Figure 2.7 shows 14 locations in Haringey where 'hotspots' were recorded for NO₂ levels and PM10 above the recommended national air quality health limits. For each hotspot identified, emissions from road transport are the contributing emission source.

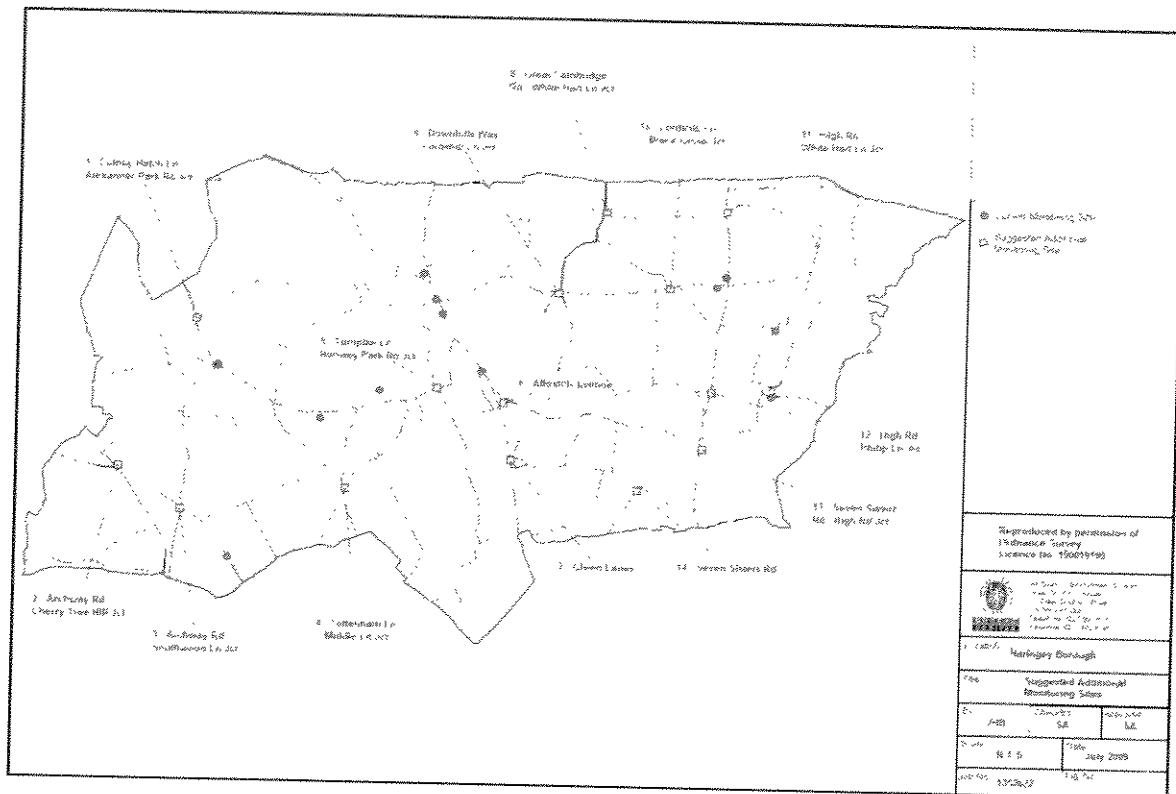
Haringey is covered by an Air Quality Action Plan with the aim of reducing NO_x and PM10 emissions, primarily through measures to reduce traffic flow and vehicle emissions and to promote, improve and encourage the use of more sustainable forms of transport.

Figure 2.6: Annual NO₂ levels for Haringey



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

Figure 2.7 Air quality hotspots in Haringey



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

2.3.3.3 Reducing noise disturbance from transport

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

Haringey challenge: Reduce noise disturbance from transport
 There are no significant or consistent traffic related noise concerns in Haringey, however the Council will consider introducing measures which reduce or mitigate the impact of traffic noise, such as the introduction of 20 mph zones to reduce speeding traffic, and investigation of speed control alternatives to road humps to promote smoother and quieter driving speeds, through the DIY streets programme.

2.3.3.4 Improve health impacts

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

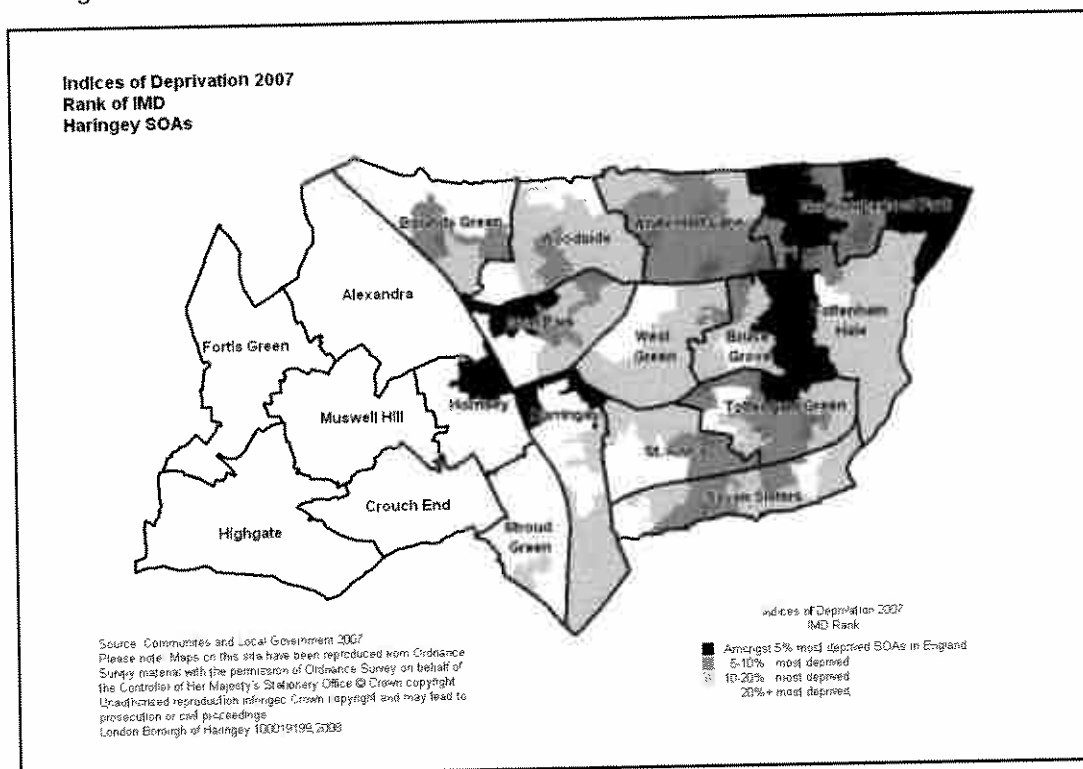
Increased physical activity through walking and cycling can benefit an estimated 77% of adults and 6,000 boys and 8,000 girls aged 2-15 who are classified as insufficiently active. Obesity is a major risk factor for health in Haringey which can lead to complications such as heart disease, diabetes, joint problems and emotional problems.

With 17.9% of adults and 17.3% of children classified as obese and a further 13.2% of children classified as overweight, a key challenge for Haringey is to improve health by supporting and promoting the uptake of walking and cycling.

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

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

Figure 2.8: Index of deprivation for Haringey



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

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

... to facilitate the uptake of walking and cycling to encourage

2.3.3.5 Enhance the built and natural environment

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

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

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

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

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

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

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

In addition, the Council are developing proposals to enhance Wood Green town centre with improvements to pedestrian accessibility and the public realm, through a Major scheme funding submission to TfL in the Autumn of 2010. Further details are contained within chapter 4.

The Council is working with Sustrans to develop a 'DIY Streets' project for a group of 5 neighbouring streets in a residential area close to Turnpike Lane tube station. This is a three year TfL LIP funded project to develop inexpensive home zone type treatments. Sustrans are undertaking a study to look at the installation of landscaping, improved parking layout and paving enhancements. The project will incorporate working with the community on travel behaviour as well as developing the designs for physical measures.

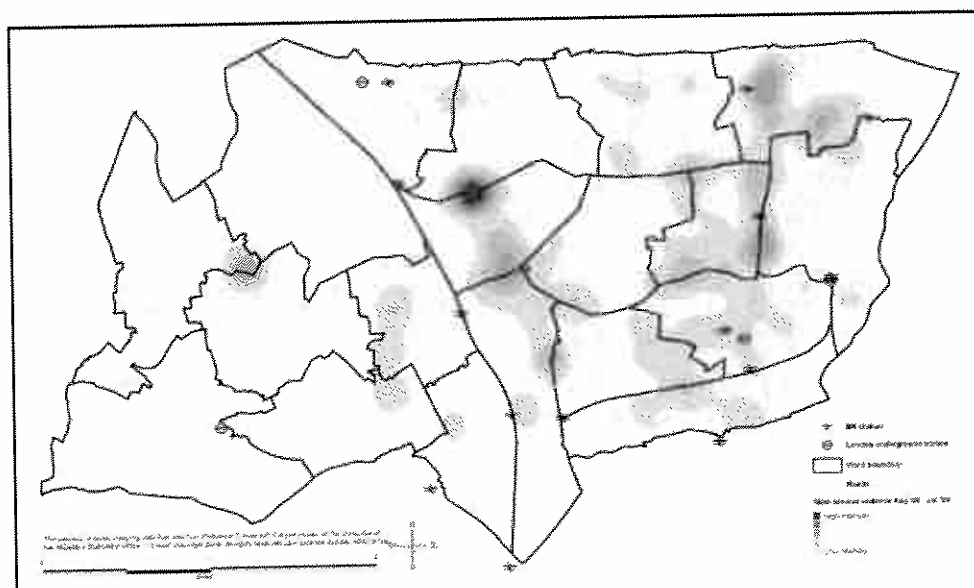
Green Lanes town centre, running adjacent to the Haringey ladders residential area, is a location where the quality of the street environment requires improvement for accessibility by foot, bicycle and public transport. Street clutter, limited crossing opportunities, pavement crowding and heavy traffic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

2.3.3.6 Improve the safety and security of all Londoners

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

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

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



Crime and the perceived fear of crime influence travel behaviour decisions, especially when travelling at night. Fear of being a victim of crime, such as muggings, assault and

anti social behaviour deters some sectors of the community from using public transport, walking or cycling for their journeys, and in some cases this fear can lead to isolation for the most vulnerable, especially during the long hours of darkness during the winter months.

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

Haringey challenge: To reduce crime and the fear of crime when travelling in Haringey

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

Smarter travel initiatives will assist in informing and changing opinions on the perceived risk of crime when using public transport, walking or cycling. The Council will continue to assist TfL and the police in ensuring that people feel safer on Haringey streets and when using public transport, regardless of the time of day. The Council will continue to implement schemes and encourage developments which 'designing out the potential for crime' from the public realm. The Council's street lightening programme is prioritised on the basis of conditions of units and crime data and CCTV usage is prioritised in locations to prevent crime and improve public safety.

2.3.4.1 . Improving road safety

In regard to road safety reduction targets, Haringey has achieved significant reductions in the numbers of people killed or seriously injured in accidents. Total KSIs was 39% lower by end 2009 but still falling short of the 50% target set by the Mayor for 2010.

Haringey has achieved a 24% reduction in the number of cyclist killed and seriously injured, since 1994, although this is well below the target of 50% set by TfL for this period. However it should be noted that this reduction in accidents has been achieved whilst the number of cyclists in the borough has been significantly rising during the same period. Haringey has recorded a 16% decrease in the number of motorcyclists killed and seriously injured, compared with the average for 1994-98, however this is currently well below TfL's target of a 50% reduction in injuries by 2010, although in line with the fund for London.

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

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

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

Studies of road accidents data will be used to develop road safety engineering programmes and education and publicly interventions.

2.3.5 Improve transport opportunities for all Londoners

2.3.5.1 Improve accessibility

In 2009/10, 43% of bus stops in Haringey were DDA (Disability Discrimination Act) compliant. Further bus stop accessibility would be part of our Corridors and Neighbourhood programmes.

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

Residents in the more affluent west of the borough tend to live longer than those in wards in the east of the borough. There is a difference of almost 8 years for male life expectancy between wards with the worst life expectancy (Bruce Grove - 70.8 years), and the highest (Alexandra - 78.7 years). For females there is a difference of 6 years between the wards with the lowest life expectancy (White Hart Lane - 76.4 years) and the highest (Crouch End - 82.4 years).

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

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

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

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

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

The Council is implementing a programme of dropped kerbs and tactile paving targeted at key attractor pedestrian routes including hospitals, health centres, schools with special needs, town centres, access to local amenities and public transport interchanges. A safe highway network which increases

the attractiveness for more vulnerable highway users (e.g. pedestrians) has considerable benefits for air quality and physical and mental health.

2.3.6 Reduce transport's contribution to climate change and improve its resilience

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

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

Local government performance on climate change is currently centred on two National Indicators; NI 185 covering Council operations and NI 186 calculating per capita emissions for the borough. 2008 statistics show Haringey's CO₂ emissions from road transport accounted for 158 kilo tonnes or 16% of total CO₂ emissions for the borough which equated to 0.7 kilo tonnes per resident per year. This figure represents a 20% reduction on the 2005 figure of 197 kilo tonnes, which equated to 19.5% of the total emissions in 2005.

Climate change may have a significant impact on Haringey's and North London's transport infrastructure, for example roads and buildings may have to withstand extreme weather events. These must be planned for and the Council will aim to achieve level 1 for National Indicator 188 (planning to adapt to climate change) by early 2011 and will evaluate progress and future target setting at that time.

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

Haringey Council have adopted a Carbon Management Plan to identify measures to meet the CO₂ reduction targets. In terms of reducing transport related CO₂ emissions, projects include:

- **Muswell Hill Low Carbon zone:** In September 2009 the Mayor of London announced that Muswell Hill would become one of 10 Low Carbon Zones in London. This is a community led initiative to test different measures to reduce carbon emissions including promoting sustainable lifestyles and choices to residents and businesses. The short-term aim of the Low Carbon Zones project is to achieve a 20.12% reduction in carbon emissions within the Muswell Hill zone by 2012. This project will help towards the Mayor of London's target of a 60% cut in carbon.
- **Promoting Electric vehicle expansion**
Haringey Council is committed to promoting the uptake of electric vehicles and is implementing a programme of charging infrastructure in off street public car parks and on street locations in or near town centres, transport hubs and employment areas. It is anticipated that the current low current low level of usage will expand rapidly linked to the wider available of electric vehicle infrastructure and associated increase in electric vehicle ownership.
- **Car clubs**
Further expansion proposals are detailed in the delivery section

Local transport challenges were identified by Sustainable Transport officers with reference to the MTS priorities and North London sub regional challenges detailed in table 2.1.

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

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

2.3.7.1 Methodology

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

2.3.7.2 Response received

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

In addition:

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

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

2.3.7.3 Findings

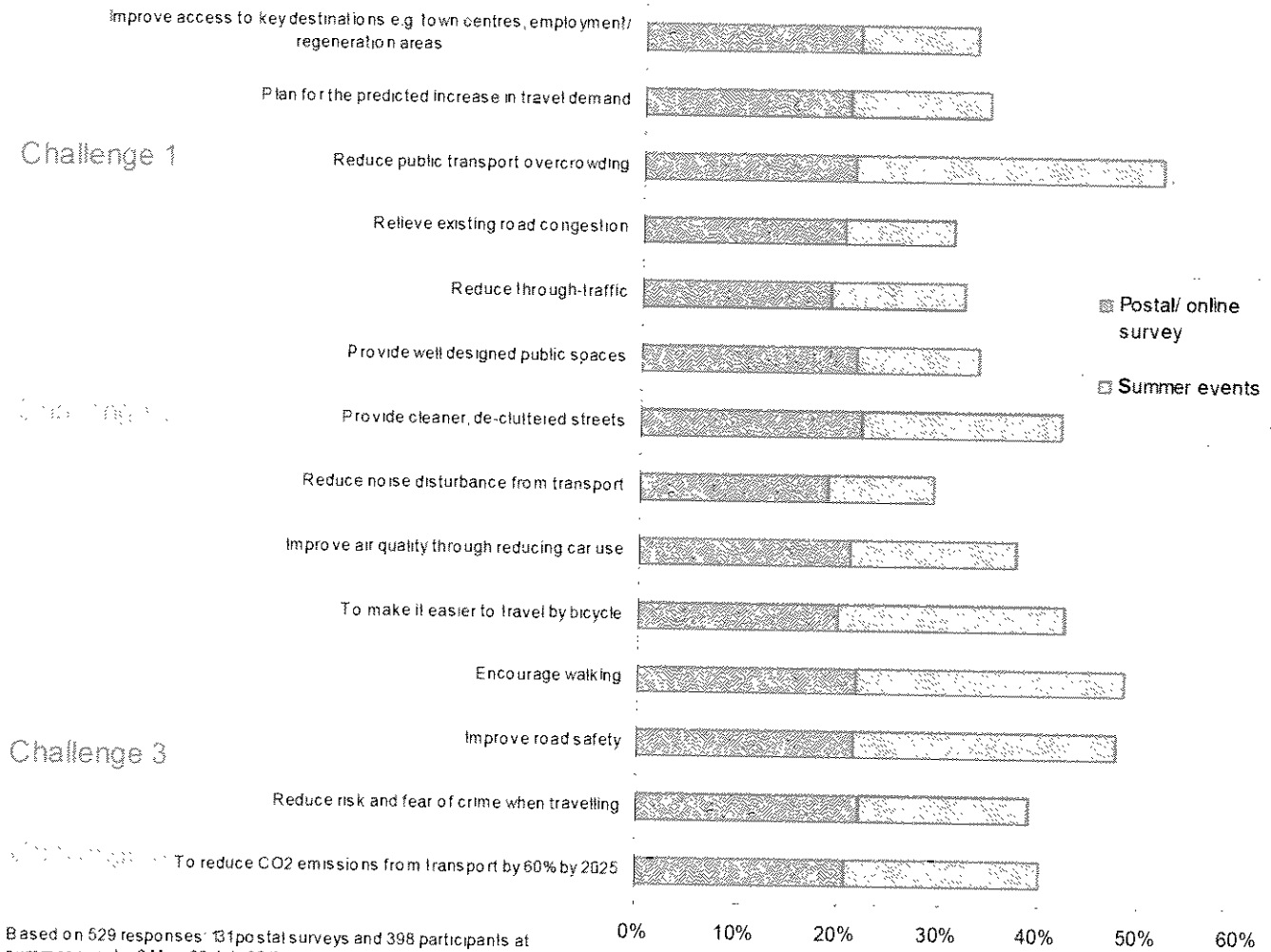
Figure 2.10 displays the results of the postal and online surveys and the consultation activities at summer events.

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

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

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

Transport Challenges 2011-14 Survey



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

2.3.7.4 Reducing car use

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

2.3.7.5 Improving public transport

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

2.3.7.6 Encouraging walking and cycling

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

2.3.7.7 Planning for transport needs

- Several residents suggest that facilities should be planned to minimise the need to travel and create 'localism'. This could include creating employment within in local areas and encouraging local shopping. Essential services, such as hospitals and schools, were already considered to be well served by public transport, although one resident emphasised the importance of this to people on low incomes.
- Tensions exist amongst residents between desires to improve road safety, and maintaining traffic flow. Many residents suggested creating more 'homezones', '20mph zones' or restricting traffic speed across the whole borough in order to do this. Additional pedestrian crossings were suggested in specific locations, and while further limitation of traffic through residential streets was also suggested. In counterpoint, some complain that emissions from vehicles are increased by measures to preventing access to residential roads – cars have to travel further and congestion on major roads increases. Some suggest road humps should be removed and that phasing of traffic lights need to be revisited to improve efficiency.

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

2.4 Borough Transport Objectives

2.4.1 LIP Objectives

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

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

Table 2.3 LIP Objectives

Haringey LIP Objectives	MTS Goals					North London Sub Regional Transport Plan Challenges				
	Econ Devt and Pop Growth	Quality of Life	Safety and Security	Opportunities for all	Climate change and resilience	Facilitating and responding to growth, particularly in the Upper Lee Valley	Relieving crowding on the public transport network	Managing highway congestion and more efficient use of the road network	Enhancing connectivity of orbital public transport	Improving access to key locations and to jobs and services
<ul style="list-style-type: none"> Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough. Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel. Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents. Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users. Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale. 	✓	✓		✓		✓				✓
	✓	✓		✓	✓	✓	✓	✓	✓	✓
		✓	✓							✓
		✓	✓							✓

Haringey LIP Objectives	MTS Goals					North London Sub Regional Transport Plan Challenges				
	Econ Devt and Pop Growth	Quality of Life	Safety and Security	Opportunities for all	Climate change and resilience	Facilitating and responding to growth, particularly in the Upper Lee Valley	Relieving crowding on the public transport network	Managing highway congestion and more efficient use of the road network	Enhancing connectivity of orbital public transport	Improving access to key locations and to jobs and services
<ul style="list-style-type: none"> Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport. 	✓				✓					
<ul style="list-style-type: none"> Reduce Haringey's CO₂ emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives. 					✓					
<ul style="list-style-type: none"> Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey. 	✓		✓	✓						✓
<ul style="list-style-type: none"> Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network. 	✓				✓					✓
<ul style="list-style-type: none"> Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land. 	✓				✓					
<ul style="list-style-type: none"> Minimise the effects of unpredictable events arising from climate change on the transport network. 	✓				✓					✓

3.0 Delivery Plan

3.1 Introduction

This chapter sets out Haringey Council's Delivery Plan for addressing the challenges and achieving the objectives identified in Chapter 2. This section is structured as follows:

- Section 3.2 details the LIP funding prioritisation process for allocating transport scheme through the neighbourhoods, corridors and smarter travel programmes.
- Section 3.3 summarises the proposed delivery plan actions within the context of Haringey's transport objectives and describes how the schemes and programmes will deliver the transport objectives during the 3 years period between 2011/12 and 2013/14 and beyond.
- Section 3.4 sets out the high level programme of investment for the period 2011/12 to 2013/14 (extending to 2014/15 for the mayor schemes submission), providing a costed programme of schemes, identified in Section 3.3.

3.2 The LIP funding process for Corridors, Neighbourhoods and Smarter travel

Since 2010/11 the LIP funding process has provided boroughs with more certainty of funding levels and greater flexibility in deciding how project funding should be allocated to deliver local transport priorities, in accordance with the Mayor's transport strategy. As of 2011/12, LIP funding for transport projects is provided through 4 main categories, Corridors/Neighbourhoods, Smarter Travel, Major Schemes and Maintenance.

TfL allocate LIP funding for Corridors/Neighbourhoods and Smarter Travel through a needs based formula. Each London borough has been provided with details of funding allocations for Corridors, Neighbourhoods, Smarter Travel and Local Transport Projects for the 3 year period 2011-2014. Haringey's allocation is shown below in Table 3.1.

Table 3.1: Haringey's LIP allocation for 2011-2014.

Transport area	2011/12 [£k]	2011/12 [£k] (after 20% transfer of funds)	Indicative 2012/13 [£k]	Indicative 2013/14 [£k]
Corridors/Neighbourhoods	2,085	1,668	2,361	2,361
Smarter Travel	272	689		
Local Transport Projects	100	100	100	100
Total	2,457	2,457	2,461	2,461

TfL LIP funding guidance provides the Council with the option of switching up to 20% of funds from one transport area to another. It is proposed £417,000 (20%) of the Corridors and Neighbourhoods budget is transferred to the Smart Travel programme, as the Council consider behavioural change offers the greatest scope for reducing the impact of motor traffic and encouraging sustainable transport.

3.2.1 Identification of Corridors / Neighbourhoods and Smarter travel programme

The corridors programme consists of developing holistic schemes that address issues relating to the smoothing of traffic flow, bus reliability, local safety, cycling, walking and the public realm.

Identification of corridors are based on the A road network in the borough excluding TLRN routes as these roads are likely to present the greatest problems in terms of congestion and traffic flow. Other roads such as B roads are addressed through Neighbourhood funding. Appendix ? provides a map of the corridors identified in Haringey.

The neighbourhoods programme consists of schemes which deliver local area improvements including CPZs, 20mph zones, accessibility and the reduction of street clutter, environmental schemes including air quality improvements, the expansion of the car club network and increasing the number of electric charging points.

Appendix X provides a map of the defined neighbourhoods in Haringey for the purpose of prioritising LIP funding. These neighbourhoods are identified as the areas bordered by the borough's main road network or ward boundaries.

In order to effectively prioritise how the LIP funding should be allocated, the Council developed an objective methodology for prioritising the corridors and neighbourhoods programme. This was introduced to prioritise the LIP funding programme from 2010/11 and has been used to development of the LIP delivery plan for the 3 year period from 2011/12-2014. Appendix X details the prioritisation criteria and the results of this process.

The priorities for Neighbourhoods are based on four key criteria:

- The introduction of a 20mph speed limit or zones to all residential areas and some 'B' roads.
- Using school travel plans to develop proposals for integrated engineering and travel awareness work in school catchment areas where either i) the schools have a high car modal share and/or ii) the schools have achieved or aiming to achieve accreditation for their school travel plans.
- Removal of street clutter as part of all schemes [a "Better Streets" approach]
- Expansion of the borough's network of on and off street electric vehicle charging points.

The smarter travel programme involves behaviour change initiatives including the development of travel plans for schools, hospitals and businesses, travel awareness initiatives which integrate with corridor / neighbourhood programmes and the road safety education programme to reduce accidents.

The smarter travel programmes will focus on community work and personalised travel planning measures including promoting sustainable or carbon efficient private car use. The work will also complement the Neighbourhoods/Corridors programme to maximise the potential for modal shift arising from these programmes. Partnership working with the local NHS trust will be undertaken to support Health Checks being carried out for all 40 – 74 year old people in Haringey. This will target those people who have expressed an interest in physical activity to improve their health. Behavioural change programmes will complement the physical measures planned as part of the Biking Borough strategy.

Measures planned include marketing and promotional campaigns and cycling specific personalised travel planning.

For the purposes of allocating LIP funding, the Corridors and Neighbourhoods schemes have been combined into a single programme. The approach to developing the LIP programme of proposals has looked at:

- a) the issues identified for each priority corridor or neighbourhood that need to be addressed to meet the both the borough's and the MTS objectives, challenges and key outcomes.
- b) An approach which addresses all aspects of behaviour change, including enabling, engaging, encouraging and leading by example.
- c) Where possible, incorporating LIP funded schemes with the Council's capital investment for roads, pavements, street lighting, road safety, parking schemes and structures. Further details are contained within sections 3.3 and 3.4.

3.3 Delivery Programme

This section summaries the programme of schemes, initiatives, and complementary measures which will contribute to the delivery of Haringey's transport objectives between 2011/12 and 2013/14 and beyond.

In accordance with LIP development guidance, the delivery programme of interventions is presented under the 4 TfL funding programme categories; Corridors and Neighbourhoods, Major Schemes, Smart Travel, and Maintenance. A tabulated summary of the borough and MTS transport challenges and objectives addressed by the delivery programme is provided in Figure 3.x (Or Appendix C).

3.3.1 Neighbourhoods & Corridors programme 2011-2014

For 2011-2014, the Council's identified priorities for the Corridors and Neighbourhoods programme are:

1. Wood Green High Road, Green Lanes corridor and the adjoining residential neighbourhoods of Hornsey Park and St. Ann's.
2. Tottenham Hale and Tottenham Green neighbourhoods as part of the Tottenham Hale Gyrotory complementary measures
3. Seven Sisters and North Tottenham neighbourhood and corridors.
4. Local safety scheme programme
5. DIY streets/20mph zones
6. Biking Borough strategy delivery
7. Local cycle routes
8. Cycle training
9. Electric charging points
10. Car club scheme development

Wood Green High Road and the Harringay Green Lanes corridors have been identified as one of the key corridors in London for accommodating the growth in travel over the next twenty years. It therefore needs to perform a strategic role in terms of sustainably moving people through the borough, as well as support Wood Green and Green Lanes shopping centres.

The principles of TfL's 'Better Streets' initiatives will be applied to improve the accessibility, function and quality of Haringey's town centre corridors and adjacent neighbourhoods, while maintaining the character of the areas built and historic environment.

3.3.2 Green Lanes Corridor, Harringay and St Ann's Neighbourhood

For Green Lanes between Turnpike Lane and the Borough boundary with LB Hackney and the adjoining areas our aims are to develop a scheme to balance the need for traffic movement with local issues of congestion, parking provision, road safety, urban realm, cycle accessibility and bus service reliability.

The following measures are planned to be delivered:

- Removal of street clutter, including unnecessary road markings, signs, guard railing and bollards.
- Relocate and merge functions, such as locating signage on lamp columns.
- Improve walking and cycle accessibility, and secure cycle parking to and from town centres and the public transport network.
- Improved layout and design of the streets, reducing carriage width for provision of more generous pavement space for pedestrians.
- Improve bus service frequency and reliability
- Footway and carriage accessibility improvements, incorporating bus stop accessibility.
- Street lighting improvements and CCTV positioning (for dual use for traffic management and public realm safety coverage) will be incorporated into the design of the public realm and pedestrian links to design out potential crime hotspots and reduce the perceived fear of crime.
- Introduce Legible London standards of pedestrian information.
- Expansion of local car club vehicles and electric vehicle charging points
- Incorporation of freight and service delivery travel plans

This is a major project with expected completion in 2014 and would complement a Major Scheme funding submission to TfL, summarised below. The section of Green Lanes to the north of Wood Green would focus on safety and accessibility works, de-cluttering and cycle facilities.

3.3.3 Wood Green Town Centre – Major scheme submission 2011/12-2013/14

During 2011/12 the Council will develop and consult on an integrated set of proposals for the Wood Green town centre to improve pedestrian and cycling accessibility, enhance public realm, and address traffic congestion, road safety, traffic management, bus service reliability, parking and loading issues. The proposals will be informed from the recommendations identified from a holistic transport study of the Wood Green and Green Lanes funded by TfL during 2010/11.

Based on the above better streets initiatives, a 'Major Scheme' proposal for Wood Green town centre will be developed from pilot town centre and junction modelling studies funded by TfL which identify various traffic management scenarios including the partial and complete closure of Wood Green High Road to general traffic, excluding bus services and essential services. This major scheme will be focused on delivering the following town centre public realm objectives:

- More Walkable
- Better Connected
- Improved Public Transport Experience
- Stronger Identity and Sense of Arrival
- Reduction in the negative impact of Vehicular Traffic.

The Major Scheme funding submission will be developed and submitted to TfL during 2010/11 through the three step process for development and implementation, in accordance to TfL's guidelines. Subject to funding approval, the scheme will be delivered over a 3 year period, commencing with initial design and consultation works during 2011-12, with implementation 2012-14. An indicative estimate of the total cost is £2.5 million. The project would complement the wood Green station access scheme scheduled for completion in 2010/11.

3.3.4 Tottenham Hale Gyratory Scheme complementary measures

During 2011/12, design works and consultation will commence on delivering pedestrian, cycling and public transport accessibility improvements to Tottenham Hale transport interchange for the Tottenham Hale and Tottenham Green neighbourhoods and from the Tottenham High Road corridor as part of the Tottenham Hale Gyratory complementary measures.

The Gyratory scheme will include the reversion to allow two-way traffic flow. Plans also include the construction of a new larger bus station and interchange and improvements to the principal roads and pedestrian areas. Additionally, funds will also be allocated towards carriageway resurfacing at Ferry Lane and Watermead Way.

The estimated cost of the scheme is £35.5m. Funding for the scheme has been secured from a number of sources including TfL, London Development Agency, and the Growth Area Fund allocations. The Tottenham Gyratory works and new bus station are estimated to cost £16.5m. Funding for these two aspects of the project have been secured from TfL, who will carry out the works. It is intended that the design and consultation phase will commence in the financial year 2011/12, with implementation expected to take place during 2012/13 to 2013/14.

Additional funding through Section 106 will be obtained through developments in the Tottenham Hale area including from the Hale Village development currently under construction.

LIP funding has been allocated towards complementary measures for this scheme, which will contribute towards the Council's aim to encourage walking and cycling by improving movement to and within Tottenham Hale for both people and enterprises. Improvements to Town Hall Approach Road and traffic management and accessibility measures are proposed, linked in to planned enhancements to Tottenham Green and an overall strategy to improve Tottenham High Road corridor, being delivered partly through the Gyratory proposals and partly through the improvements to the town centre already completed through TfL Town Centre funding.

3.3.5 Seven Sisters corridor and neighbourhood

In 2012/13 Seven Sisters neighbourhood will be prioritised for scheme implementation, incorporating the Better Streets principals to improve sustainable transport accessibility to the urban realm, including footway and personal security enhancements and additional traffic management measures to improve road safety. A key objective of this scheme will be to reduce deprivation and associated health inequalities by improving accessibility to employment opportunities, education and health facilities through improved public transport connectivity, reduction in the risk and fear of street crime and through promoting walking and cycling as a healthy lifestyle choice.

3.3.6 North Tottenham corridor and neighbourhood

During 2013/14, the North Tottenham neighbourhood will be the focus to complement the proposed Northumberland Park redevelopment which incorporates proposals for the redevelopment of Tottenham Hotspur Football ground. Measures will focus on accessibility improvements to the public transport network and for cyclists and pedestrians, including legible London signage, and improvements to personal security through crime reduction measures. Local deprivation and health inequalities will be tackled through provision of improved accessibility to the transport network, including improved orbital bus connections, and to local employment opportunities which will be created through the regeneration of the Tottenham High Road corridor and surrounding neighbourhoods. Healthier lifestyles will be encouraged through walking and cycling as a recreational activity as well as a sustainable mode of travel.

3.3.7 Local safety scheme programme

In July 2010, the Council commissioned a study to analyse Haringey's road casualty data and identify specific local safety measures and area wide traffic management measures to improve road safety and reduce accidents and casualties, particularly focusing on vulnerable road users [pedestrians, cyclist, powered two-wheeler and child]. The study will provide an evidence base for road safety education activities for the 3 year period 2011-2014 and will assist in target setting for reductions in road user casualties over the period to 2020.

The study will inform the development of the local safety programme through:

1. Identification of overall patterns of casualties by location, road user and severity including clusters of accidents
2. Identification of trends in casualties by user and location
3. Analyse contributory factors, weather conditions etc for vulnerable road users
4. Identification of locations for treatment for vulnerable road users either specific local safety measures or traffic calming measures such as 20mph zones
5. Estimation of expected accident reduction savings from the identified interventions
6. Provision of recommendations for enforcement activities for discussion with Police and the Council.
7. Will combine personal security improvements with complementary measures to address road safety

Reducing traffic speeds on the borough's roads are critical for reducing accidents and casualties and for encouraging a modal shift to sustainable transport, especially walking and cycling. Traffic calming can also assist in developing social and community networks in residential neighbourhoods segregated by high volumes of speeding traffic. The outputs from the study will inform the development of a Road Safety strategy during 2010/11.

3.3.8 DIY streets/20mph zones

3.3.8.1 Langham Road, Turnpike Lane area

The Council is working in partnership with Sustrans, the Sustainable transport charity, to develop the unique DIY Streets approach to a group of streets in the Langham Road area, N22, see Figure 3.1. This will be a two year project to develop innovative traffic calming, home zone type measures. It incorporates working with the local community to identify, design and develop the physical measures as well as encouraging residents to adopt sustainable travel behaviour.

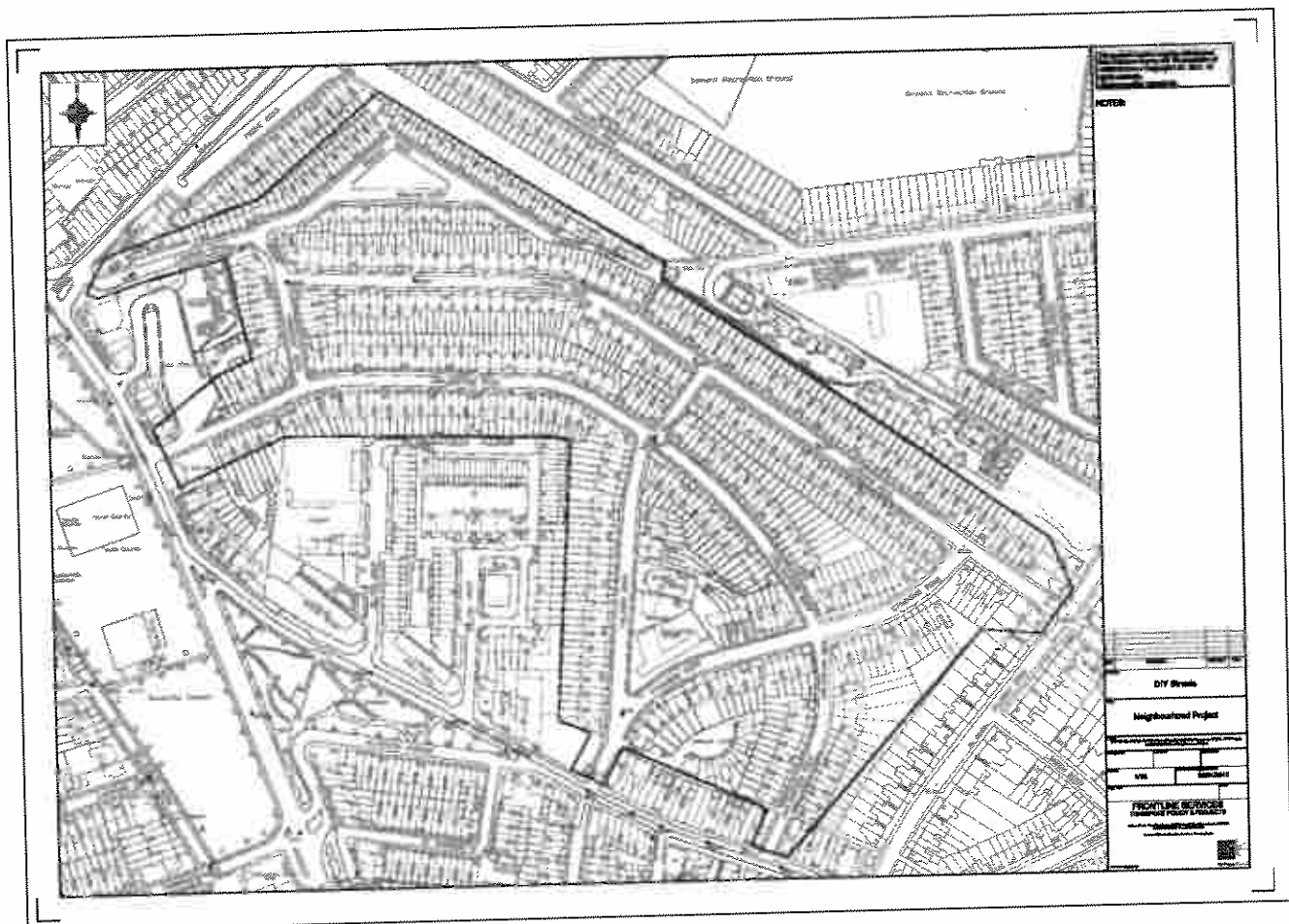
The project commenced in 2010, with design and community involvement led by Sustrans. Final design and implementation will be completed by the Council during 2011/12 at an approximate total cost of £400,000.

The Council would like to develop further DIY streets proposals in partnership with local communities in the Seven Sisters and North Tottenham neighbourhoods during 2012/13 to 2013/14. The Council will apply expertise gained from working with Sustrans for the development and implementation of the Langham Road scheme.

DIY Streets is a project to combine the best of "home zones" (robust community involvement and innovative traffic calming features) with cost effective design measures and promotion of sustainable transport. There are a number of options for including different elements in the project, including promotion to car clubs and electric vehicle charging infrastructure.

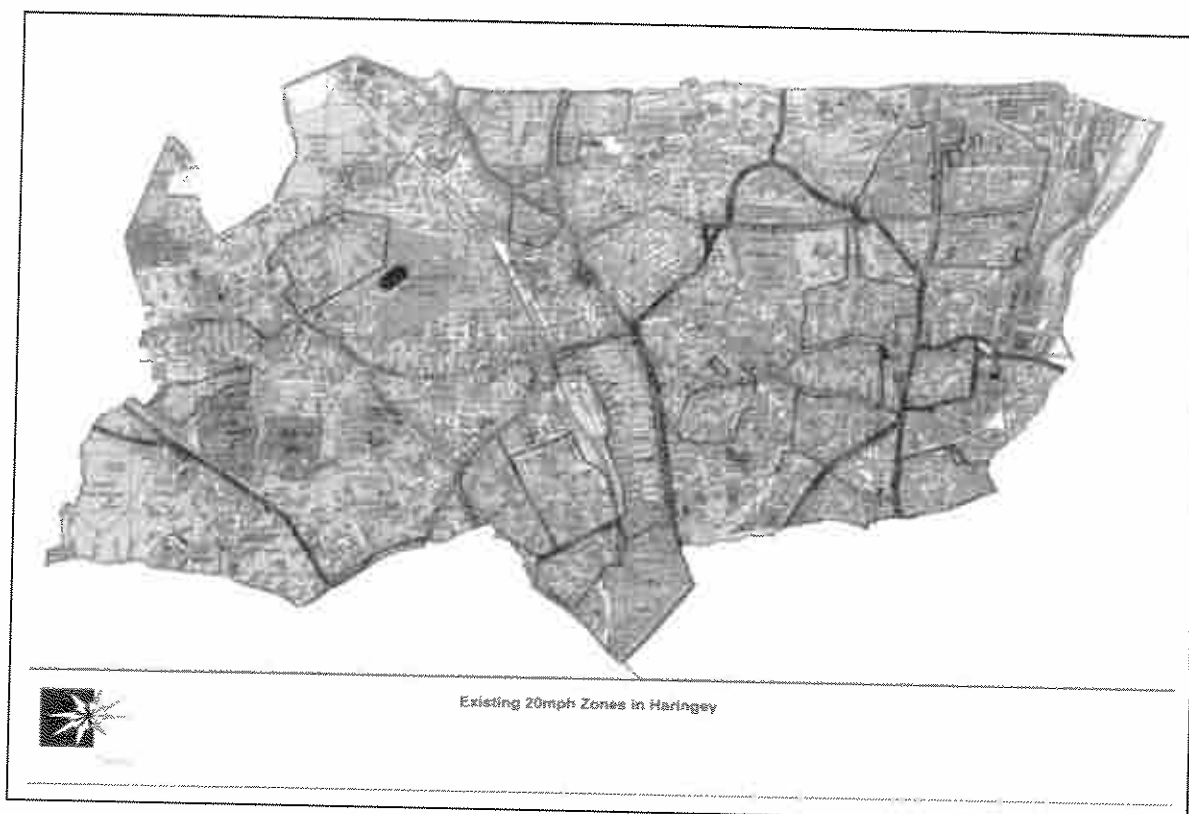
Evidence shows that 20mph zones are effective in reducing road collision casualties. A recent Transport for London study found that 20mph zones in London reduced killed and seriously injured casualties by 57% and the frequency of injury collisions by 42%.

Figure 3.1 Langham Road DIY Streets boundary



By 2010, the Council has implemented 20 mph zones in 10 residential neighbourhoods across the borough, see Figure 3.2.

Figure 3.2: 20 mph zone map



Our programme for future years will be for DIY streets/20mph zones in Hornsey area [incorporating the area between Park Road, Tottenham Lane and Hornsey High Street/Priory Road] and Noel Park estate adjoining Wood Green High Road. Overall allocated funding planned for these areas is £500,000 between 2011 and 2014.

Haringey's 20mph zones are designed to be self enforcing through the implementation of associated traffic calming features, including physical speed restrictions, kerb build outs, measures to improve pedestrian and cyclist safety and environmental improvements.

3.3.9 Haringey Biking Borough strategy

In 2010, Haringey was awarded £25k funding from TfL to develop a biking borough cycling strategy to identify measures to increase cycling rates in the borough, through a series of targeted cycling projects.

Improvements to all aspects of Haringey's cycle network and facilities will be prioritised in the LIP delivery plan for 2011-2014 through the Bike Borough programme of works and the cycle training and cycle parking programmes.

The delivery programme for biking borough strategy will focus on the following 5 key themes:

- **Creating a cycling hub in Wood Green**
- **Borough wide measures**
- **Promotional Strategy – to broaden the appeal of cycling.**
- **Integrating cycling provision**

3.3.9.1 Cycling hub in Wood Green and Turnpike Lane

Primarily focus will be on developing a cycle hub around Wood Green town centre where potential for a shift to cycling is greatest and resources can be targeted. Cycling hubs are catchment areas around major district centres which are focal points for employment,

shopping and services and public transport nodes. As such they are a focus for commuter trips, local utilitarian trips (to the shops, post office or meeting friends) and local journeys to school. The hub provides the opportunity to focus substantive infrastructure measures in a concentrated geographic area in order to improve the attractiveness of cycling to a variety of markets. This will be complemented by intensive application of a range of marketing and promotional activities.

Potential Cycling Hubs could also be development in:

- Tottenham High Road
- Seven Sisters
- Muswell Hill
- Crouch End

3.3.9.2 Infrastructure Measures

It is envisaged that the Cycling Hubs will feature the following sorts of infrastructure measures:

- Identification of a network of cycling routes linking to 'trunk' cycle routes and key destinations in the hub area (shopping areas, hospitals, employment areas, public transport interchanges, schools) with the surrounding residential catchment;
- Engineering works such as advanced stop lines, cycle lanes, toucan crossings and raised tables at junctions to enable continuous, safe and comfortable cycling on this core network;
- Traffic management measures to control the speed and volume of traffic, both on the core network and on residential streets, such as through 20mph zones/areas and controlling on-street car parking, especially around junctions and key destinations such as schools;
- Improved permeability, such as cycle links through road closures;
- Improved signage, including distances and times, specifically to key destinations such as rail and tube stations and district centres and to LCN, superhighways and greenways;
- Provision of plentiful secure parking at key public destinations;
- Investigate potential for a managed secure parking facility at a key node, such as a public transport interchange, which will offer secure parking, bike maintenance, hire etc.
- Investigate feasibility and potential demand for introducing the London cycle hire scheme in the hub.
- Cycle parking grant for public amenities – provision of cycle parking grant system to support installation of cycle parking at public facilities (such as sports clubs, community centres, GPs surgeries etc.)
- Trial on-street residential cycle parking in one area (where housing area with limited storage facilities).
- These infrastructure measures will be supported by an intensive promotional and marketing campaign in the Hub Area.

3.3.9.3 Borough-wide Measures

In addition to the focus of investment in the Cycling Hubs, a series of Borough wide measures should be pursued to gradually extend and enhance the Borough network (including LCN, greenways and other local routes). These will include:

- **Network development** - incorporating LCN, greenways and superhighways, as well as more localised links; identify gaps in this network and measures to resolve them, funded in conjunction with a broader transport scheme or in association with new development. Further details regarding the development of the LCN and Greenways routes and linkages to the cycling Superhighways are contented below.
- **Traffic management – through traffic calming schemes, 20mph zones, permeability measures** (i.e. cycle cut-through`s at road closures, or cycling contra-flow on one-way streets), incorporating cycling facilities into junctions to allow safe and convenient passage through difficult points on the network;
- **Integration with broader transport schemes** - Auditing all relevant transport schemes for 'cycleability'.
- **Increase cycle parking and security** - Introduce secure parking at major destinations across the borough, including district centres, rail/tube stations and other key public transport nodes. Provide match funding assistance for employers and public destinations (hospitals, GPs surgeries, leisure centres, local shopping parades, community centres and other community facilities) to install cycle parking through their work place travel plans. Work with Metropolitan Police and other relevant stakeholders to improve cycle security by producing information on cycle security, such as watermarking, good locking practice and choice of locks and targeting areas with high cycle theft levels.

3.3.9.4 **Marketing and Promotional measures to encourage cycling**

Marketing and promotional measures to raise awareness, challenge attitudes and ultimately encourage behaviour change towards more cycling. These measures include background marketing to promote the benefits of cycling to Haringey residents, campaigns targeted at different target groups, events and other initiatives to enable target groups to 'try out' cycling. It also includes initiatives as part of established smarter choices programmes, such as employer and school travel plans, and Bikeability training. It is also envisaged that, where appropriate, specific initiatives may be developed with target groups, such as health referrals and other community-based groups. In addition, there is a need to broaden the appeal of cycling to women, older people, and black and Asian people.

3.3.9.5 **Integrating cycling provision**

The Council will investigate opportunities to:

- integrate cycling into broader Council policy, planning and development control and that opportunities to run health-related projects in partnership with the health sector are exploited.
- ensure that all travel plans incorporate cycling promotion and are adequately implemented / enforced.
- ensure a robust Section 106 process is developed where appropriate potential cycle schemes in a local area are identified, so that s106 contributions can be requested and invested speedily

3.3.9.6 **Funding**

Indicative funding provision for the delivery of aspects of the biking borough strategy has been provided through the corridors and neighbourhoods programme and is detailed in the programme of investment section, 3.4.

Aspects of the biking borough strategy, including the provision of cycling hubs can also be part funded through the submission of Major Scheme proposals. Additional funding opportunities will also be sort from developer contributions as a condition of planning approvals, through Section 106 agreements.

The Council will ensure cycling provision is integrated into all corridor and neighbourhood schemes and promoted through the Smarter travel programme. The Council will also explore funding opportunities developed through partnership working to promote cycling, such as working with Haringey NHS and the health sector to support cycling projects that have a positive health outcome

Haringey Council consider cycling investment offers excellent investment pay back. Cycling England has developed a good evidence base from the Cycling Demonstration Towns to show that, on a conservative assumption, cycling schemes typically provide a 3:1 return on investment. It will be important to ensure effective monitoring in order to demonstrate the benefits of cycling schemes.

A coordinated approach to monitor cycling in Haringey is discussed in the Performance Monitor Plan section in chapter 4. (insert monitoring chapter of Biking borough strategy to performance monitoring plan)

3.3.9.7 LCN and Greenways route development

Haringey is one of the leading boroughs in London for implementing local cycling routes, including the London Cycle Network, and the delivering cycle facilities and cycle training.

Table 3.3 compares the lengths of the LCN at various stages for Haringey and the surrounding boroughs to the end of 2008/9.

Table 3.3: LCN cycle route lengths

Highway Authority	Length (km)		
	CRISP/Feasibility Completed	Design Completed	Implementation Completed
<i>Camden</i>	1.97	4.12	2.99
<i>Islington</i>	2.48	1.65	2.28
<i>Haringey</i>	3.93	6.58	3.66
<i>Waltham Forest</i>	1.59	3.78	2.70
<i>Enfield</i>	2.55	3.06	0
<i>Barnet</i>	0	0	0

This shows the amount of work that Haringey has undertaken on implementing the London Cycle Network, with more studies, design and lengths completed than adjoining boroughs.

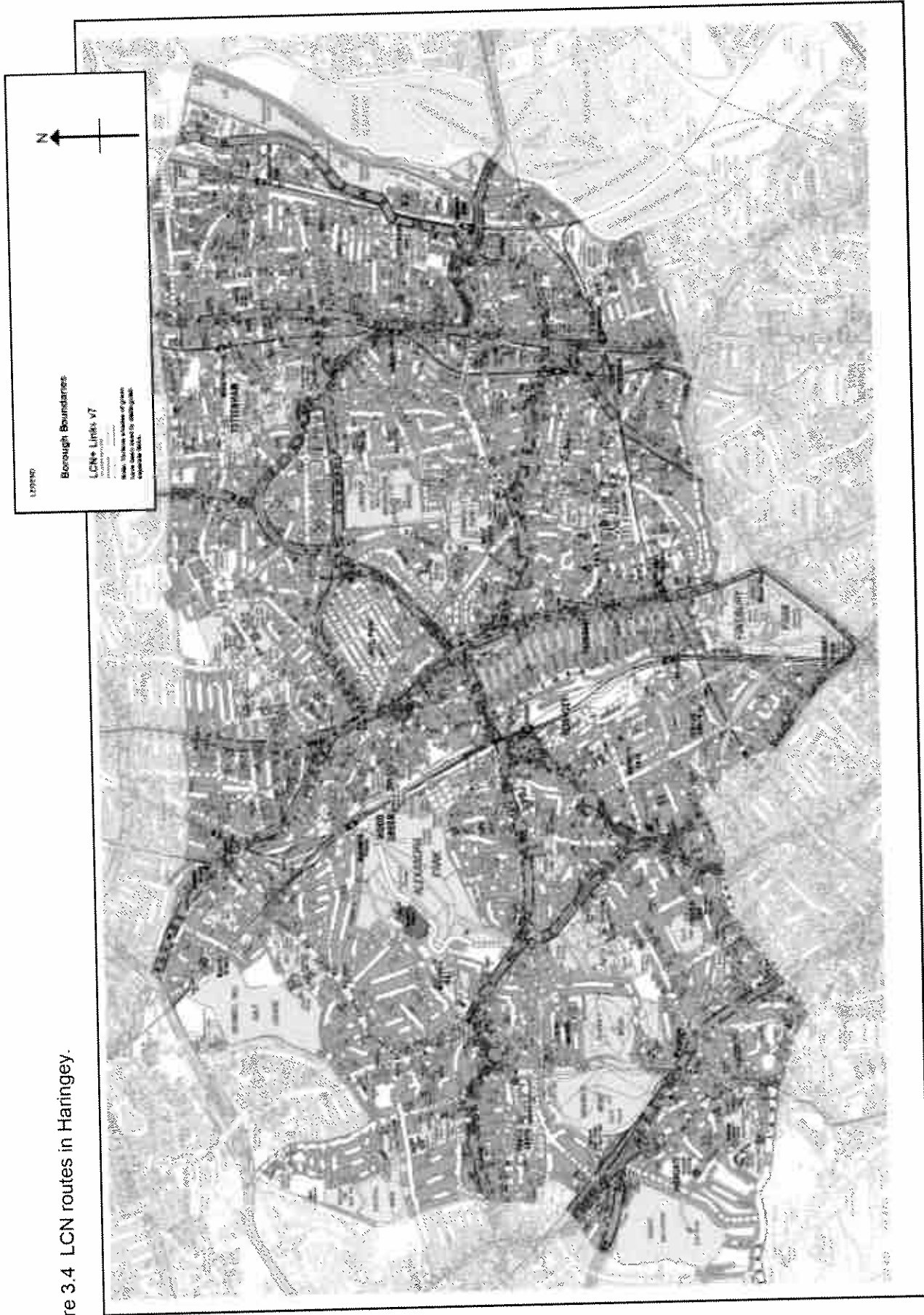
Figure 3.4 details the LCN routes in Haringey.

Priorities for completing these LCN routes, in order to improvement connectivity of the links into the Wood Green Corridor are as follows:

1. Link 78. Finsbury Park to Green Lanes at the Enfield Boundary. Traffic calming measures, entry treatments at Tottenham Lane and Caxton Road, signage, cycle lanes. Priority to improve path at Cross Lane, Hornsey. Funding required is £150k.
2. Link 79. Wood Green to Tottenham High Road. Traffic calming measures, widening carriage, cycle lanes, signage, lightening, construction of new cycle path to improve connectivity, shared use space in Wood Green High Road. Funding required is £240K.
3. Link 81. A1/Muswell Hill Road to Alexandra Park Station, via Cranleigh Gardens, Park Road, Priory Road, North Road, Alexandra Palace and Buckingham Road. Cycle Lane in Buckingham Road to link 78. Spur to Muswell Hill from Muswell Hill road. Traffic
4. Entry treatments. Unsignalised crossing at Park Road/ Cranleigh Gardens. Entry to Alexandra Palace, Cycling refuge and new cycle track linking station road across Buckingham Road Bridge. Funding required for completion £462K.

The development of the local cycle network will complement and improve access to the planned two cycle superhighways running through Haringey, which are discussed below.

Figure 3.4 LCN routes in Haringey.



3.3.9.8

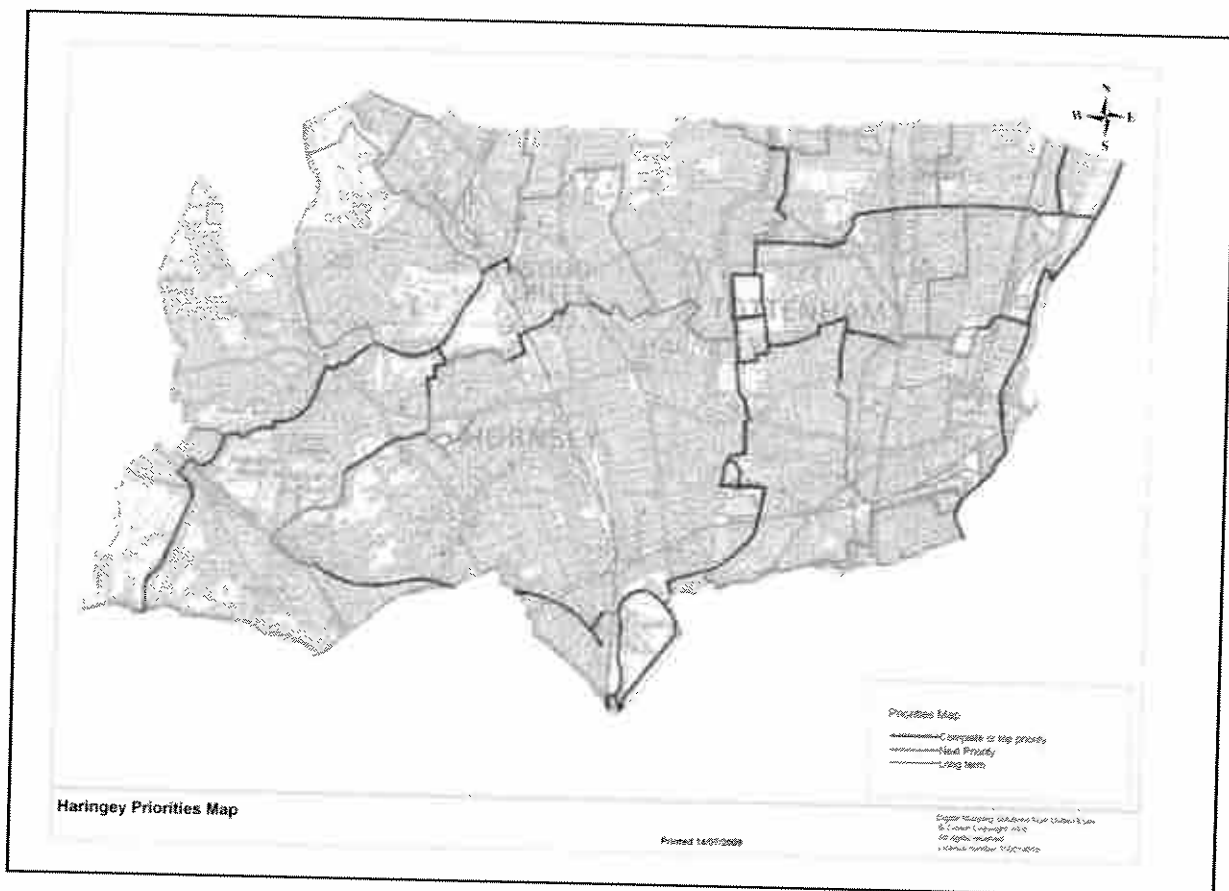
Greenways

The Council is supporting the development and implementation of Greenways cycle and pedestrian routes. Four links are being developed:

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

CRISP studies have been completed for all the links and links 1 and 2 are complete. Greenways priorities are shown in Figure 3.5, below.

Figure 3.5. Greenways route and priorities for completion.



3.3.9.9

Greenways priorities 2011/12 – 2012/13:

1. Complete a circular route in Lordship recreational ground to compliment the existing Greenways route which was completed in 2007/08. Reconstruction and widening of the path in Lordship Recreation Ground. The Council will seek to obtain funding to complete implementation funding for these works from the Lordship Recreation Ground masterplan.
2. Implementation the eastern section of Greenways link 03 from Lordship Recreational Ground to the Lee Valley via Tower Gardens, The Roundway, Church Lane, Park Lane, and Watermead Way. Works will include unsignalised crossing on the Roundway, signage and logos , and cycle lanes along Park Lane and a crossing at Sherbourne Road. Cost £230K (Seeking a Section 106 contribution of £110K from the Northumberland Park development, subject to negotiation) .

3. Implementation of central section of Link 4 between Wood Vale and Alexandra Palace. Works will include a non signalised crossing at Park Road and Priory Avenue, dropped kerbs between Park Avenue North and South View Road and parking restrictions. Funding required to complete this section of the link is £374k.

Sustrans are leading on the management of the programme on behalf of TfL. We are working closely with Sustrans to develop a medium/long term programme.

The Council's Sustainable Transport department hold regularly meeting with the Haringey Cycling Campaign to consult on the development of the local cycle network, transport infrastructure and other cycling improvement issues. These issues are also raised through the Transport Forum and the Scrutiny Review of sustainable transport.

3.3.9.10 Cycle Superhighway

TfL are implementing 12 cycling super highways with the aim of providing fast, direct routes into central London from outer London. The project is one of TfL's key schemes for encouraging a London cycling revolution to achieve a 400% increase in cycling in London by 2025 (compared to 2000 levels).

The aim of the cycling superhighways is to improve cycling conditions for regular cyclist, encourage a modal shift to cycling and help reduce traffic congestion and emissions, relieve public transport congestion, and encourage healthy exercise.

In Haringey there are two cycling superhighway routes planned, running from East Finchley to Angel, via Muswell Hill and Highgate and on to the Archway Road which is scheduled to be completed in October 2012 and from Tottenham High Street (via South Tottenham) to Liverpool Street which is scheduled to be completed during 2014/15.

3.3.9.11 London cycle hire scheme

The London cycle hire scheme is being introduced in the summer of 2010 in Central London. This will be a 24 hours public bicycle sharing scheme for short journeys in and around central London.

The MTS proposes to introduce further cycle hire schemes in inner and outer London. Haringey Council would welcome the consideration of a cycle hire scheme as part of a cycle hub in Wood Green, as identified in Haringey's Biking Borough Strategy.

3.3.9.12 Cycle training programme

Haringey Council support cycle training for school and individuals who live, work or study in the borough.

Since 2008/9, the Council has contracted out the cycle training provision to Cycle Training UK. 630 students were trained in 2008/09, more than double 2006/07 levels (311 children trained) and cycle training was provided at 44% of Haringey schools.

During 2009/10, the numbers receiving cycle training increased to 721 students in 44 schools and 211 individuals, mostly to 'bikeability level 2 certification, which enables the cyclist to demonstrate the ability to ride safely and confidently on the local road network. Surveys show cycle training increases cycling usage and improves safety and confidence for cycling on busy roads.

From 2009/10, all cycle training is provided in group sessions, except for complete beginners. In addition, school staff in Haringey will be encouraged to train to become Bikeability instructors, to deliver cycle training in house. This approach will enable the cycle training budget to provide training to more schools and individuals with the aim of achieving the London target of 100% training by 2012 through Bikeability

3.3.9.13 Bicycle Maintenance Sessions

To compliment the group cycle training sessions in Haringey's parks, which commenced in the summer of 2009/10, the Council has scheduled bicycle maintenance sessions to take place at the same locations on the same days. The Council intend to continue to provide bicycle maintenance sessions which enable residents to bring their bicycles along for maintenance check ups and cycling advice. This encourages infrequent and non cyclists to repair their bicycles and exercise through cycling.

3.3.9.14 Cycle parking programme

Since 2004, Haringey Council has installed over 430 cycle parking stands across the borough. In addition secure estate parking has been piloted at four locations in Tottenham and Muswell Hill as it is recognised that secure cycle parking at the home end is also key to greater cycle usage. £20k per year funding has been allocated from the LIP budget to continue this programme of cycle parking between 2010-2014. This will involve: installing cycle parking at:

- Installation of cycle parking at major destinations across Borough including shopping centres, employment areas, public amenities including leisure centres, libraries and parks.
- enhanced cycle parking at rail stations and key nodes free of charge
- Secure cycle parking on housing estates

3.3.10 Controlled parking zones (CPZs)

The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel.

Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport. CPZ's are one of several parking policies, along with low parking standards for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZ's specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety and encourage the use of more sustainable forms of transport.

As of 2010 Haringey has introduced 16 CPZs to manage competing pressures for limited parking supply in areas of high parking demand, around rail /underground stations, commercial/shopping areas and around Tottenham Hotspur football ground during matchdays. Additional parking pressures are often experienced in residential streets close to an existing CPZ boundary, due to displaced non residential parking. This generates demand to expand existing CPZ's and gives consideration to the need for a borough wide CPZ, as exists in other boroughs such as neighbouring Islington.

The MTS specifically supports the expansion of CPZs in London and Haringey Council will continue to introduce new or expand existing CPZ's where residents are affected by

increased pressures on limited parking supply. Figure 3.3 shows the existing CPZ's in the borough.

The CPZ programme is funded internally by the Council and has an indicative allocation of £600k per year for 2011/12, 2012/13 and 2013/14.

The CPZ programme is funded internally by the Council and has an indicative allocation of £600k per year for 2011/12, 2012/13 and 2013/14. Table 3:6 lists the CPZ expansion programme for 2011-14.

Table 3.2 CPZ programme for 2011-2014

CPZ	2011-12	2012-13	2013-2014
Finsbury Park A& B extension completion	Implementation completed		
Hornsey CPZ	Design/ consult	Implement	
Alexandra Palace Station		Design/consult	Implement

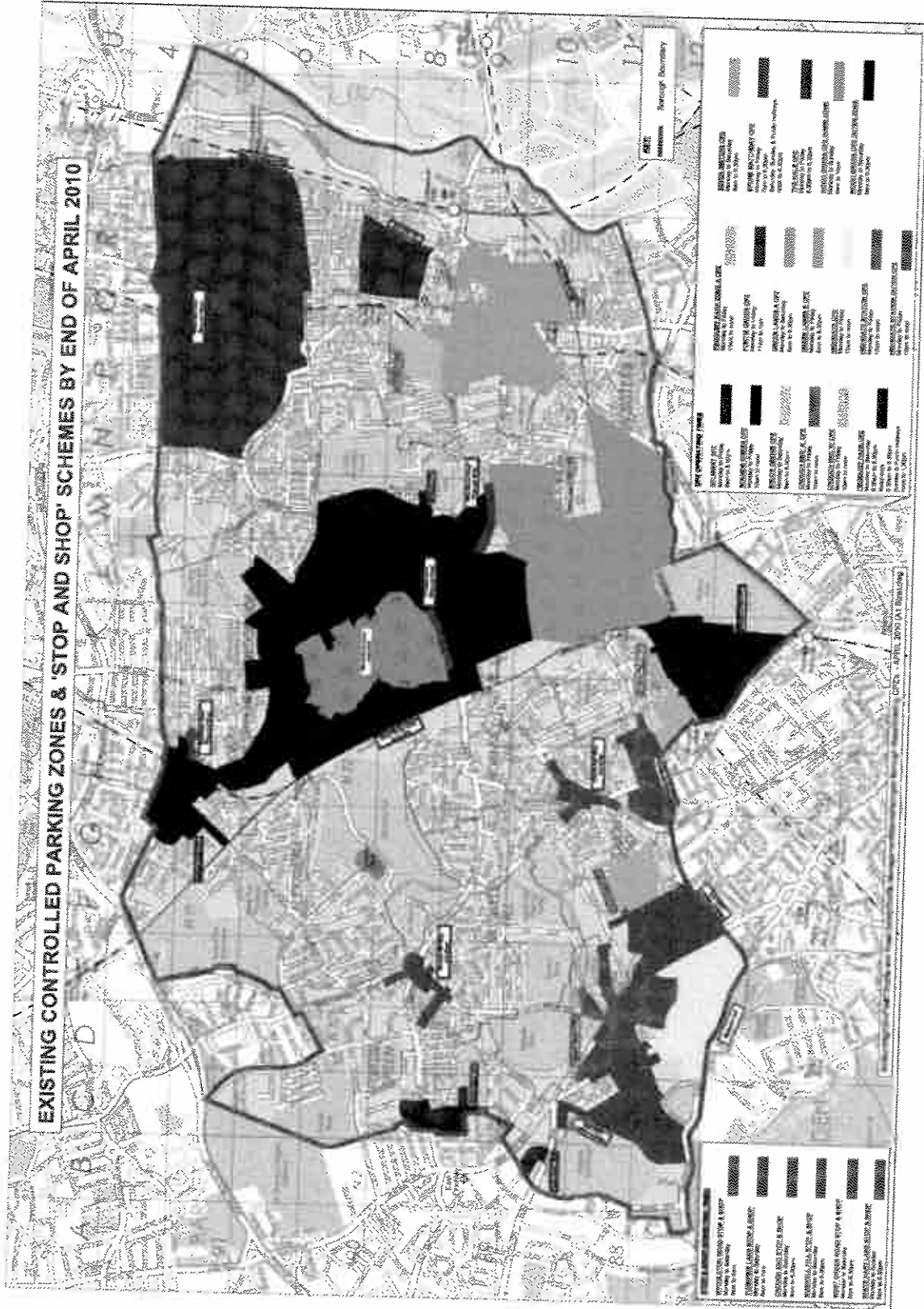
CPZ's are established where there is local demand and consent for their introduction. The decision to implement a CPZ follows detailed consultation with residents and businesses, whose views determine if a CPZ should be introduced, which roads are in the zone and how long the parking controls operate for. All CPZs are reviewed one year after initial implementation and a rolling review is also undertaken on all borough CPZs every five years.

Since 2008, the Council adopted a fast track approach to consultation on the extension of existing controlled parking zones. This has reduced the time taken to extend a CPZ and allows the Council to be more responsive to local residents' needs.

The Council are currently reviewing its approach for identifying new CPZ's to create a more strategic oversight to parking policy and traffic management across the borough in order to deliver broad transport objectives to reduce traffic congestion and encourage sustainable transport usage.

In 2007 the Council reviewed CPZ parking permit policy and introduced a CO2 emissions based permit charging structure, with lower emitting vehicles charged the lowest rate. This policy contributes to the Council's objective to reduce transport based CO2 emissions, by incentivising residents to purchase lower CO2 emitting vehicles.

Figure 3.3: Existing Controlled Parking Zones



3.3.11

Electric vehicle charging infrastructure

Haringey Council is committed to promoting the uptake of electric vehicles and is implementing a programme of charging infrastructure in off street public car parks and on street locations in or near town centres, transport hubs and employment areas. 13 charging points have been installed as off June 2010 and a further 8 installation are planned for installation in 2010/11. By the end of 2013, the intention is for a total of 45 public charging points to of been installed by Haringey Council. 31 will be in public accessible car parks and 14 will be on street. LIP funding through the neighbourhood and corridors programme has been allocated for this electric vehicle charging infrastructure for 2011/12-213/14. Additional charging points will be installation as a condition of planning consents for new developments and will be funded through Section 106 agreements.

TfL's internal delivery team will work in partnership with the Council to deliver charging points in employer's car parks, station car parks, and private retailer (supermarket/ shopping centre) and leisure centre car parks. These figures are identified in TfL's 'Turning London Electric' strategy which has a target of introducing 25,000 charging points across London by 2015. The Haringey electric charging point membership scheme will be incorporated into the pan London membership scheme, managed by TfL to provide access to all London charging point from early 2011.

The Haringey membership scheme has had very low turn out however this is expected to change as publicity regarding the EV infrastructure proposals and the introduction of mass market EV vehicles become available over the next 2 years.

As of the Summer of 2010, electric vehicle Charging Points are located within the following 6 car parks:

Area	Location	Number of charging point spaces and conditions of use
N22 Wood Green	Bury Road car park, level 1	Two charging point spaces
N22 Wood Green	Shopping City East car park, level 2	Three charging point spaces. Car parking tariffs apply for using these bays
N22 Wood Green	Shopping City West car park, level 2	Three charging point spaces. Car parking tariffs apply for using these bays
N17 Bruce Grove	Stoneleigh Road car park	Two charging point spaces
N10 Muswell Hill;	Summerland Gardens car park	Two charging point spaces
N8 Crouch End	Crouch Hall car park	One charging point space

3.3.12

Plugged in Places funding

Haringey Council is part of a consortium of London boroughs and 14 private and public sector partners, led by TfL, which has been successful in securing £9.3 million of DfT's 'Plugged in Places' funding over the next 3 years. During 2010/11, £5.5 million of this funding will be used to support the implementation of electric vehicle infrastructure in car parks, major supermarkets, leisure and retail centres, as well as on the street across London, including Haringey.

3.3.13 Funding through the Electric Vehicles for Advanced Cities (EVA) project

Haringey Council are part of a consortium of all London Boroughs, lead by TfL which has submitted an application to participate in the EVA project, funded by the European Commission. The EVA project will enable borough's to trial electric vehicles and charging infrastructure in various scenarios. The outcome of the project will provide information for medium to long term policy development, and create a dynamic market for suppliers. Project will start at the end of 2010 and run for 3 years. Co-ordination and management of the project will be done by TfL. An announcement on the successful applications will be made by September 2010.

3.3.14 Car club expansion

The introduction of on street car club vehicles in Haringey has been extremely popular. There are now over 3000 streetcar members in Haringey, which is more than triple the membership numbers since the first on street car club vehicles were introduced in June 2009 and the average daily usage figures for these vehicles is 11 hours per day.

The Council considers increasing resident and business access to car club vehicles is an important policy for encouraging sustainable car usage. Using a car club vehicle is a step towards easing local parking problems reducing pollution and carbon dioxide emissions. Surveys of Streetcar members reveals the following benefits:

- Car club vehicles emit 36% less CO₂ than private vehicles disposed of by car club members, as car club vehicles are new, efficient and well maintained models (CarPlus survey 2009).
- car club members typically give up owning a first or second car on joining; others defer purchasing their own vehicle due to using the car club instead, resulting in less parking demand and congestion in that local area.
- Each car club vehicle is estimated to result in 23 private cars being taken off the road. In Haringey, the car club vehicles currently in operation have resulted in over 800 private cars have been taken off Haringey's streets as a good proportion of members usually sell their own cars to join the scheme (CarPlus survey 2009).
- Haringey's streetcar members are driving on average 68% less than before they joined the scheme and are using public transport 40% more (Streetcars membership survey 2009).

Haringey Council will continue to work in partnership with our contracted on street car club operator, Zipcar (previously called Streetcar), to expand the number of car club vehicles in the borough. As of the summer of 2010, Haringey streetcar members have access to 75 cars and vans in 55 locations across the borough, see figure 3.11.

Figure 3.11. Car club locations in Haringey

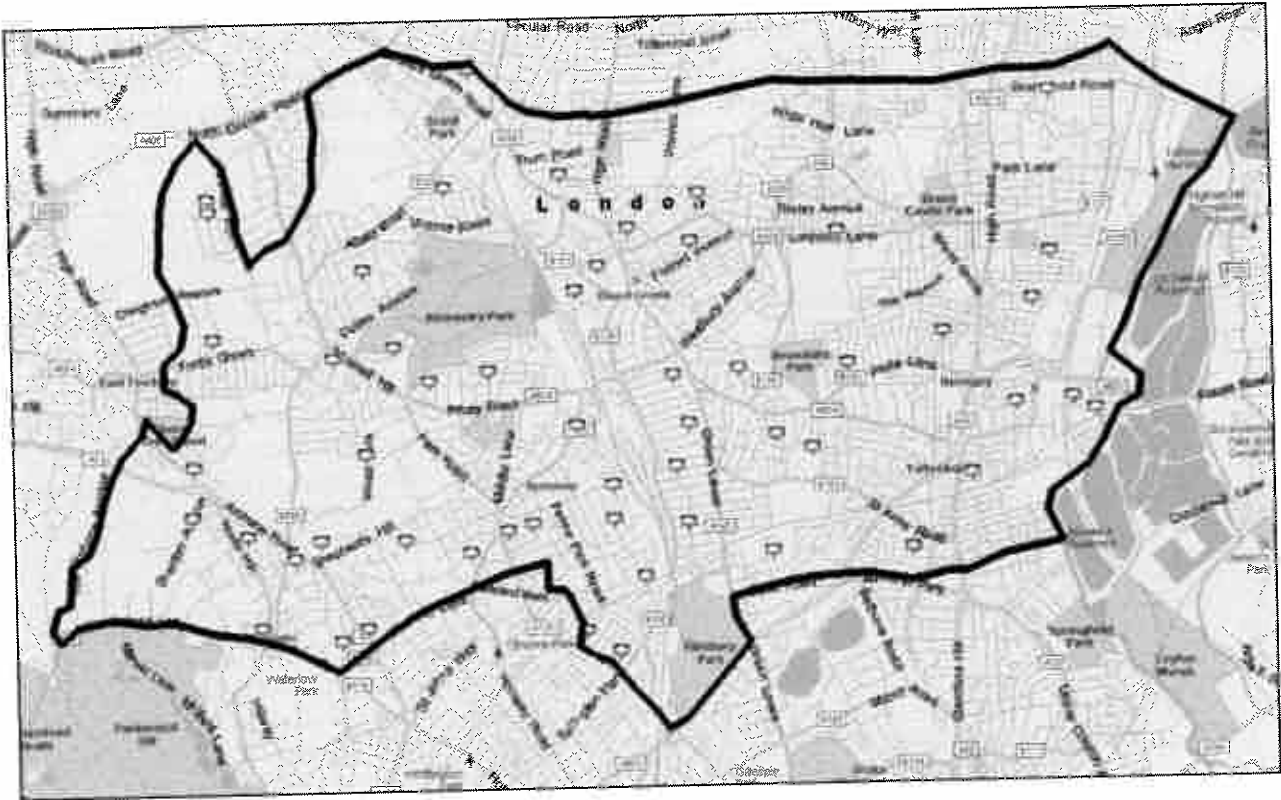
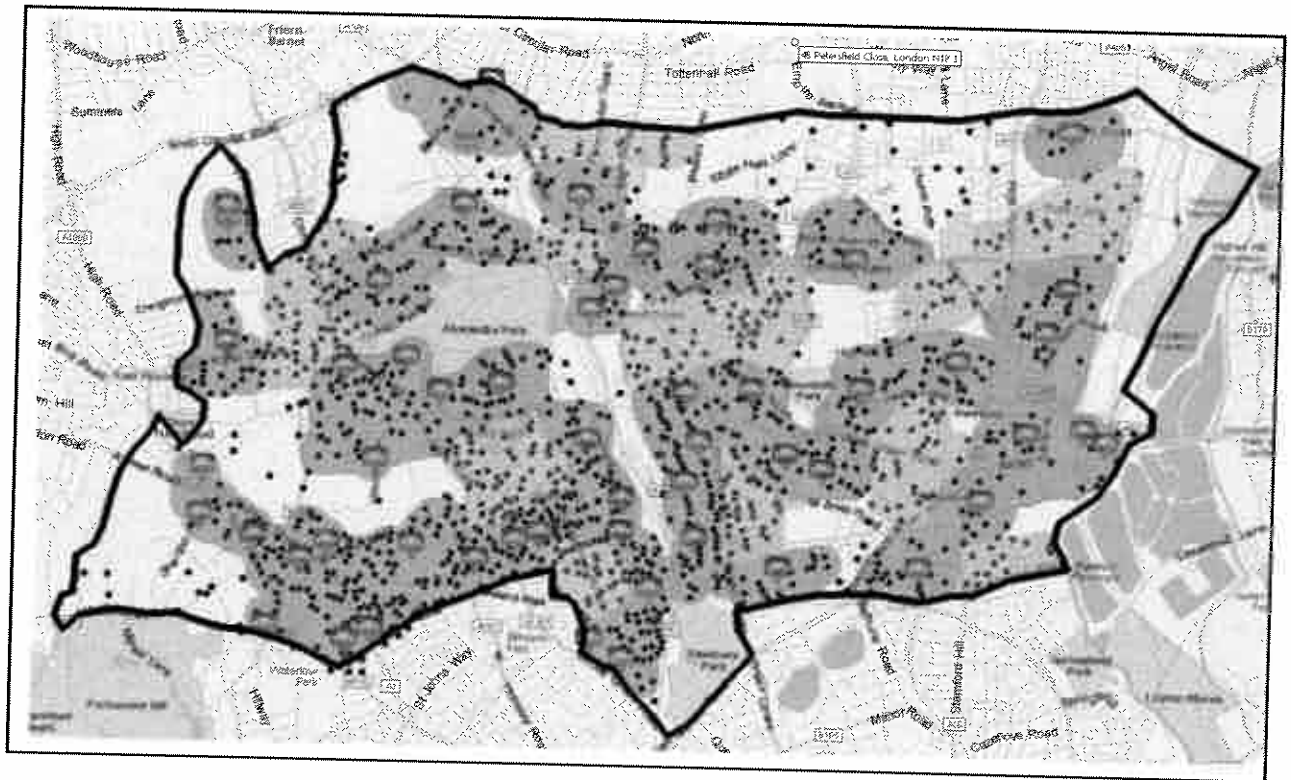


Figure 3.12, below shows the current spread of membership across Haringey and the location of existing car club vehicles. The areas shaded in orange show where there are high numbers of Zipcar members where there is currently no existing car club vehicle close by. It is within these areas where new car club locations will be identified. This clearly shows the demand and potential for expansion of the scheme and the Council are planning to create a borough wide service where every resident and business would be within a 5 minute walk of a car club vehicle by the end of 2010-2011. Based on projected car club membership growth Zipcar is confident that 5,000 Haringey residents will be members by the end of 2011 and 6,500 by the end of 2012. On this basis a further 30 bays will be required by the summer of 2011 and a further 30 car club vehicles by March 2012. This will bring the total number of car club vehicles in Haringey to approximately 135.

The mosaic driver profile map for Haringey, (see Figure 2.6, in Chapter 2) highlights the need for further car club expansion in the east of the borough, to improve accessibility for the population who aspire to driver. If access to a car club can assist in addressing these aspirations, then future car ownership levels can be sustained at levels which will not adversely contribute to increased congestion or parking pressures.

Figure 3.12. Zipcar membership and demand.



The Council is in continue discussions with Zipcar to introduce cleaner, alternative fuelled vehicles, to the Haringey car club fleet, such as hybrid or electric. However, for the operational requirements of a car club, this is dependent on a suitable electric vehicle becoming available with adequate battery mileage range and a quick charging potential to ensure it is a viable option for the high usage demands of a car club vehicle. The majority of Zipcar's current fleet of vehicles consist of Polo BlueMotions emitting 104g of CO₂, Golf BlueMotion emitting 119g of CO₂. These emissions figures are comparable with hybrid vehicles such as the Prius and, by using conventional technology, has none of the downsides of battery disposal etc.

3.3.15 Improved car club access for mobility impaired drivers.

The Council will continue to work with Zipcar to ensure the car club service is as accessible as possible both in terms of age eligibility as well as to those with mobility impairments. Zipcar have introduced the following services:

- For any disabled member that signs up Zipcar offer 2 free memberships for partners, carers etc.
- All locations are picked to be fully accessible by a wheelchair user.
- 10% of the fleet are automatics which can be used for those with mobility impairments. There are currently two automatic Zipcar vehicles in Haringey.
- On request, steering balls can be fitted to vehicle. These devices enable one-handed steering so that people with limited functionality in one arm can safely and easily manoeuvre, park etc.
- On request Zipcar will also provide fit kerbside hand controls (such as the ones shown below).
- Zipcar have also taken steps to provide a text service for hearing impaired members so that they can communicate with Zipcar's member services team at all times and their allow all guide and hearing dogs in their vehicles for streetcar members.

- Volkswagen Touran, a 7-seater MPV has been added to the fleet for increased room for wheelchair users.

3.3.16 Supporting Haringey's Air quality action plan

The dominant source of emissions of NOx and PM10 in Haringey arises from road transport. Proposals contained within this LIP aimed at lowering traffic volumes, easing congestion and encouraging a modal shift to sustainable transport will significantly contribute to improving Haringey's air quality, and specifically lowering NOx and PM10 levels. These measures will be implemented where practicable at the priority air quality hotspots with the priority corridors and neighbourhoods.

The following interventions and proposals contained within this LIP's delivery plan directly support the delivery proposals within Haringey's Air Quality Action Plan, and will make a positive contribution to improving Haringey's air quality:

Urban realm and corridor improvements which encourage a modal shift from car usage, to sustainable modes of transport, including walking, cycling and improved access to public transport. The introduction of CPZ's are an important tool for discouraging car usage for short journeys. School and work place travel plans encourage modal shift from car usage to cleaner and zero emission modes of transport and the more sustainable car usage, share as car sharing.

Haringey Council's travel plan promotes several initiatives to reduce vehicle emissions including the introduce electric vehicles for use for Council related activities, modal shift measures to reduce car usage and smarter working practices aimed at reducing the need to travel for work related journeys and commuting.

Haringey Council's fleet is LEZ compliant, i.e. Euro III standard or higher. Contracted out services using LGVs and HGVs such as street cleansing and waste collection vehicles, are also compliant with the requirements of the LEZ.

Promoting behavioural change is an effective and relatively quick method for reducing vehicle emissions by providing the necessary information to make smarter travel choices. This includes travel awareness initiatives to educate on sustainable car usage and efficient driving techniques to reduce fuel consumption and vehicle emissions. Expansion of car club scheme, which encourages membership to sell their own vehicles and drive less, in often clean and more efficient car club vehicles. Expanding the network of electric vehicle charging facilities provides the practical infrastructure required to support the uptake in electric vehicle ownership. Traffic calming and traffic smoothing measures, including rephasing of traffic signals, to reduce traffic speeds and congestion from stop-start queuing traffic, especially in the poor air quality hotspots.

3.3.17 Street tree planting

Planting street trees bring numerous beneficial properties including the ability to filter out particular matter and absorb CO2 and other vehicle pollutants, provide a barrier to noise pollution, improve the aesthetic appeal of a neighbourhood or corridor and support biodiversity by providing an essential habitat and wildlife corridor.

Haringey Council has been successful in obtaining funds through the Mayor's Street Trees Grant programme in both 2008/09 and 2009/10 to plant new trees.

In 2008/09, 250 trees were planted and in 2009/10, 144 were planted. All these street trees were planted in the east of Haringey, including Northumberland Park, Tottenham Green and Tottenham Hale.

An application has been submitted for £45K additional Street Tree Grant funding in 2010/11.

The Council will consider the scope for the appropriate planting of street trees as part of all infrastructure improvements, particularly those involving public realm enhancements and as part of traffic calming measures.

Increasing the number of trees and vegetation (urban greening) in Haringey will also contribute to climate change adaption and mitigate providing shade and absorbing rain water runoff.

3.3.18 Developing the potential for water based transport.

In north London there is potential to increase water-based freight transportation activity using the London Blue Ribbon Network. In particular, the Lee Navigation Canal, provides a significant opportunity for water based transport, including the transportation of waste.

Haringey Council will seek to work in partnership with neighbouring boroughs, through the North London sub regional partnership, TfL and British waterways to identify the feasibility for potential for water based freight transport along the blue ribbon network in North London.

3.3.19 Smarter Travel – Influencing travel behaviour

Haringey Council consider smarter travel initiatives, which focus on encouraging people to change their travel behaviour to more sustainable modes, offer the greatest scope for reducing the impact of motor traffic and encouraging a modal shift to sustainable transport.

This approach is supported by the results of smarter travel programmes undertaken in the London Borough of Sutton, and DfT's 3 Sustainable travel towns initiative (Peterborough, Darlington & Worcester) which both recorded significant modal shifts in travel behaviour with car usage down over 10% and walking and cycling rates increased. This modal shift had also contributed to a reduction in traffic congestion and annual carbon emissions and an increase in the levels of physical activity.

The main components of Haringey's smarter travel programme for 2011-2014 includes:

- School travel planning
- Workplaces and trip generators travel planning
- Personalised travel planning and community projects
- Travel awareness, health and travel marketing information
- Road safety education, training and publicity
- Promotion of sustainable car usage: Car clubs, electric vehicles, car sharing, efficient driving

Haringey's smarter travel programme will be coordinated to compliment measures delivered through the Neighbourhoods and Corridors programme to encourage sustainable travel behaviour and improve road safety.

Successful delivery of the sustainable transport initiatives will be achieved through a coordinated programme which is informed by:

- Preliminary research to identify travel behaviours
- Establish clear objectives (i.e. modal shift, increasing walking, reduce car usage etc)
- Partnership working (including NHS Haringey, Schools, Sport England, Haringey Cycling Campaign etc)
- Developed a balanced programme of initiatives (for walking, cycling, sustainable car usage etc)
- Targeting of interventions at those most likely to change travel behaviour (use mosaic research)
- Initiatives delivered within a branded programme which is recognisable to local residents (based on TfL smart travel guidance)

3.3.20 School Travel Planning

The aim of developing school travel plans is to reduce the number of car trips to and from the school, remove barriers to sustainable modes of transport, promote active travel and to develop a community response to transport and traffic problems in the locality of the school.

Haringey Council has been successful in increasing sustainable travel modes for school journeys through the development of the school travel plan programme. As of 2010, 100% of Haringey schools have travel plans in place and 78% of children in the borough currently travel to school by sustainable modes.

Haringey schools with travel plans in place have achieved an overall decrease of 5.4% in car use to school from 2004 to 2010. When this is broken down by school type, see figure 3.13, the largest proportion of this modal shift has come from the independent sector.

Figure 3.13

School Type	% Decrease in car use
Primary	-6.25
Secondary	-2.53
Independent	-14.24

Haringey's 'Sustainable modes of travel to school' strategy identifies where additional work needs to be targeted to encourage further modal shift and maintain the progress already achieved in terms of increasing sustainable travel behaviour for school related journeys.

The School Travel Plan programme is developed from the recommendations of the 'Sustainable modes of travel to school' strategy, with the focus on the following key areas:

- Targeting schools with the highest modal share for car trips. Independent schools are responsible for the largest number of car trips within the borough. The car has a large mode share (35.90%), whilst cycling makes up just 0.40% of journeys. Independent schools usually have much larger catchments than state schools, as a result reducing the potential for the use of sustainable transport. In addition to encouraging cycling and walking, the school travel team is promoting the use of park and walk schemes.
- Encouraging uptake of cycling to school to address potential demand. Surveys of pupils preferred mode of travel highlight that 25.87% stated their preference to cycle

yet only 1.70% currently do cycle to school. This potential demand for cycling to school needs to be encouraged through the promotion of cycle training and cycling related activities at both primary and secondary school level.

- Surveys of school children identify that double the number of secondary school children who currently travel by car (almost 19%) would travel by car given the choice. This statistic represents a significant change from the attitudes expressed at primary school level. This highlights the need to focus sustainable modes of travel promotion in secondary schools to ensure the high levels of sustainable modes of travel by younger pupils are not lost in the transition to Key Stage 3 and 4 when young people are beginning to travel independently, and further, and approaching the legal age to drive.

3.3.21 Barriers to sustainable transport

The following reasons have been cited by pupils as reasons for not taking up sustainable transport:

- Personal preference/ Habit
- Safety concerns
- Physical barriers (Lack of public transport, crossings, cycle facilities etc)
- Personal arrangements requiring multiple drop-off or onward journeys to work.

3.3.22 Journey to school, perception of safety

A pupil's journey to school is greatly influenced by their or their parent's perception of how safe the route to school is. During the period 2004 to 2009 £1.8 million of safety schemes have been implemented, serving 35 schools. School travel plan team will work with schools and parents to identify routes that are considered to be unsafe. Both changes in current infrastructure and the provision of new infrastructure will be used to improve the perception of safety on those routes highlighted as a problem.

3.3.23 Using Public Transport

The Safer Transport division of the Metropolitan Police identified behaviour whilst travelling on buses as a real problem. A pilot project called 'Busology' was used to address pupil's perceptions and beliefs about travelling to school by bus in 2008. We will continue to use Busology in secondary schools to promote good behaviour on buses and public transport.

3.3.24 Post 16 travel

Funding was previously made available for those requiring financial support to reach school or college. As support is provided by TfL under the ZIP Oyster scheme, it is felt that Haringey no longer need to provide financial support.

During 2008-09 the 14-19 team investigated ways of supporting pupils in a number of different ways, including:

- Promotion of free public transport, provided by TfL to students.
- Personalised travel advice for those pupils starting the Diploma.
- Provision of cycle training and the possibility of providing pool bicycles.

3.3.25 Work in Haringey Schools

There are 99 schools in Haringey, made up of:

- 63 primary schools
- 11 Secondary schools
- 3 Special schools

- 3 LEA maintained nurseries
 - 1 pupil referral unit
 - 18 independent schools
- There is also one further education college (Not included in 99).

Haringey's School Travel Plan officers have taken a direct approach working with schools focussing on developing effective Travel Plans unique to individual schools. A variety of initiatives to encourage sustainable transport have been used. The programme for 2010/14 will include:

- **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. Schools that participated in WoW showed an overall decrease of 4% in car journeys between 2008 and 2010.
- **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
- **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.

Schools will be encouraged to work in clusters in order to maximise resources provided by the Haringey Council. Sharing of learning and expertise in promoting sustainable transport will also be encouraged between schools.

The school travel team will develop opportunities for partnership work within the HSP where there are shared policy objectives (i.e. active travel and obesity). Also mention work with Haringey's recreational team (Mitchell Browning)

Valid School Travel Plans

In line with guidance from Transport for London's School Travel Team, Haringey will consider School Travel Plans to be "valid" only if they are current and relevant. To be considered valid a review of the plan must be provided annually and the School Travel

Plan itself must be updated, with school community consultation undertaken, every three years. Only School Travel Plans which are valid will be eligible for funding in recognition of the importance of plans as living documents that allow schools to see and report on the changes they are making. The School Travel Team will support all Haringey schools with the review processes.

3.3.26 Child Pedestrian Trainer Key stage one – (5-7 year olds)

Mayoral high level outcomes - A Child Pedestrian Training scheme will contribute towards the Mayor's 'Safety and Security' goal by improving road safety. Desired outcome: to reduce the number of child road traffic casualties within the London Borough of Haringey.

Benefits of scheme:-

- Schools are likely to be more amenable and supportive towards road safety training when this reinforces current educational and curricular links.
- In relation to strengthening communities, child pedestrian training represents opportunities to recruit and retain a large number of community volunteers and strengthen their links with local schools and local authorities. Opportunities also exist to investigate the use of volunteers in other road safety initiatives.
- Challenges relating to ethnicity, deprivation and rurality/physical environment can be overcome. Closer community participation is a key ingredient for success.
- The programme is sustainable and economically viable with careful management. Haringey will target the scheme and available funds to the most vulnerable children in the borough.
- To achieve and sustain real benefits and also meet the demand of interest from borough schools for pedestrian training, this scheme should be implemented over a minimum of three/four years.

3.3.27 Haringey Junior Citizen Key Stage 2 (10-11 year olds)

This scheme will contribute to all of the challenges outlined in the Mayor's Safety and Security goal.

Accident statistics indicate that in London approximately 55 teenagers are killed and seriously injured in road accidents every week. Young people between the ages of 11-14 are the most vulnerable group of road users. The aim of the Junior Citizen programme is to promote Health, Safety and Citizenship through a series of interactive learning experiences, specifically for year six pupils before the vital transition to secondary school. Junior Citizen is a Haringey Safer School's Partnership initiative. The following agencies provide an input into the scheme to promote their particular health, safety and citizenship messages:- Haringey Transport Policy & Projects, The Metropolitan Police, Tottenham Hotspur foundation, The London Ambulance Service, Haringey Healthy Schools, Transport for London, EDF Energy, The Fire Service and borough Schools.

3.3.28 Haringey Senior Citizen Key Stage 3 (13-14 year olds)

This scheme will also contribute to all of the challenges outlined in the Mayor's Safety and Security goal. Senior Citizen is a new generation of citizenship which expands and builds on the success of Junior Citizen. The week long scheme will provide year nine pupils with the opportunity to take part in workshops and tasks specifically designed to raise awareness and improve perceptions of issues relating to personal safety, security and crime reduction.

3.3.29 Promotion of National and International Walk to School weeks

Borough wide promotion of these campaigns will contribute to the Mayor's Quality of Life goal of improving health impacts by facilitating an increase in active travel. The Walk to School week campaign is a very successful travel awareness initiative. Participation levels continue to grow year on year assisting the Council in delivering its Transport planning objectives by raising awareness of the benefits of sustainable travel.

3.3.30 Boroughwide Powered Two Wheeler safety campaign

This scheme will also contribute to all of the challenges outlined in the Mayor's Safety and Security goal. Powered two wheelers (PTW) form one of the most vulnerable groups of road users with statistics showing the risk of fatality to motorcyclists being 40 times greater than that of a car per km travel. Statistics also show that 75% of PTW accidents are confined to built up areas.

3.3.31 Road Safety Awareness Project in partnership with PHASCA

The aim of this project is to decrease road user casualties in the St. Ann's area amongst the black community and people living within the area.

The main objective is for PHASCA to deliver road safety information and training workshops and programmes aiming to raise awareness of the importance of road safety through fun and engaging activities throughout the year. The project will target children and young people and the elderly residents of the St Ann's area within Haringey. PHASCA will do this by:

- Delivering a range of road safety awareness projects and programmes in the St Ann's area
- Partnering with organisations working within the community to deliver this work
- Coordinating a steering group of people from residents to community workers, the safer neighbourhood team and other interested parties to oversee and evaluate the work being delivered
- Delivering a road safety awareness community event at the end of the year

3.3.32 Workplace travel planning

At least 26% of all journeys in Haringey are work related, and, with approximately 8,900 businesses employing some 61,700 people (based on 2008 figures), workplace travel planning is of vital importance and a cost effective approach to promoting sustainable travel and tackling traffic congestion in the borough.

Haringey businesses currently have access to free advice and assistance in developing workplace travel plans - from the Council and the North Central Travel Network. Haringey Teaching PCT is the only major employer in the borough which has worked directly with TfL to develop a workplace travel plan. However, both the Whittington and North Middlesex University Hospital NHS Trusts have had some support from TfL/sub regional coordinators.

Haringey Council will continue to encourage local businesses, LSP partners and other large employers (including hospitals) to develop and maintain travel plans. The Council will allocate £25K LIP funding, annually, for the employment of a sustainable transport advisor to promote workplace travel plans and other sustainable travel initiatives through the North London sub regional partnership. This post will be shared with one or two

neighbouring boroughs. Through this post, the Council will continue to provide advice and assistance for developing travel plans required as a condition of planning consent.

Travel planning advice will also be incorporated into an Environmental Audit Service to be launched for small businesses in the borough. Travel awareness activities will be integrated with corridor and neighbourhood schemes and events will be arranged for bike week, walk to work week and to promoting sustainable transport initiatives at public events.

The Council will also consider the provision of Smarter travel LIP funding to match fund or contribute to the cost of implementing measures identified within an approved work place travel plan, up to a value of £2000. For example, the Council will consider providing a financial contribution towards addressing barriers to sustainable transport, e.g. the installation of secure cycle parking facilities, lockers or shower facilities.

The Council would seek to work with the North London sub regional partnership, Network Rail, train operating companies and TfL to develop travel plans for main line and underground stations in Haringey specifically to address:

- the barriers passengers face in accessing station by environmentally friendly means
- what prevents non-passengers from getting to the station at all
- the most cost-effective and environmentally friendly package of measures
- to improve station access.

3.3.33

Haringey Council's Staff Travel Plan – leading by example

In April 2008, Haringey Council introduced its own staff travel plan as part of our commitment to tackling climate change at a local level. The travel plan supports the council's ambition to become one of London's greenest boroughs and to lead by example by encouraging the use of sustainable transport and in protecting and improving the environment. The travel plan consists of a package of measures designed to reduce staff car usage and the need to commute and make work related journeys. Since 2009, the Council's staff travel plan has had significant success, most notably reducing single occupancy car trips to work by 5% and increasing cycling to work by 2.5%.

The 4 main elements of the travel plan are:

1. Essential Service Permits (ESPs): Introduction of stringent criteria for allocating staff ESPs , with charges graded according to vehicles' carbon emissions. This has resulted in the number of ESPs falling from 2,400 to 800, a reduction of a third. This is reflected in survey results showing a 26% reduction in grey fleet mileage.
2. Staff Car Parking. A parking priority and charging scheme has been introduced for parking at all of the Council's staff car parks. The number of staff requiring a parking space (for work purposes?) has been reduced by 43% from 525 to 300.
3. Essential User Car Allowance: More stringent criteria have been introduced for allocating Essential User Car Allowances resulting in a 7% reduction in payments made by the Council for this purpose. Option in place to exchange car allowance with a sustainable travel subsidy.
4. Sustainable travel options. Council staff have access to electric vehicles, pool bicycles, a car sharing service, bicycle maintenance and cycle training, cycle to work

scheme, interest free loan for season tickets and purchasing bicycle and cycling equipment, departmental oyster cards, health promotion walking/ cycling to work events, personalised travel planning for new employees providing sustainable travel information.

The Council would like to investigate:

- The development of fleet usage monitoring to evaluate vehicle efficiency and report effectively on NI 194. Including the Upgrade the Council's computer system to all transport modules of the SAP HCM to enable data collation of the grey fleet for effective baseline data and annual reporting of NI 194
- The preparation of a fuel reduction strategy for council fleet vehicles.
- Through the procurement and contract process demand that vehicles used by contractors to carry out council out-sourced functions are green fuel vehicles.
- Feasibility pilot for the development of an internal carbon trading scheme for each Council directorate with the aim of reducing the Council's CO₂ emissions.

Haringey Council directly employees over 7,000 people making it the largest employer in the borough. It is essential that the Council continues to lead by example by developing its internal travel plan to achieve further reductions in car usage, by encouraging sustainable travel behaviour. It also seeks to reduce the carbon footprint of the Council's business travel further through smarter working polices which reduce the need to travel for work.

Funding for this pilot will end in spring 2011. However, Haringey is currently investigating how sustainable lifestyles could be promoted by working with groups of volunteers from Sustainable Haringey and other active community groups and providing training, support and incentives for volunteers.

3.3.34 Travel awareness initiatives

The Council will continue to organise and support a number of annual events to promote travel awareness and encourage sustainable travel behaviour through promoting the benefits of walking, cycling, using the public transport network and sustainable car usage.

LIP smarter travel funding will be allocated to support car free festival (road closure) events, 'walk to work' week, 'bike week' and travel awareness promotion at the Council's annual green fair, and at annual community events such as the Lordship Festival and Tottenham Carnival. Funding will also be used to support bicycle maintenance sessions at sustainable travel events.

Travel awareness messages will continue to be including in Haringey Council's Greenest Borough Strategy awareness programme.

3.3.35 Partnership initiatives within Haringey Council & NHS Haringey

The Council's Sustainable Transport team will continue to work with external partnerships including NHS Haringey to deliver incentives which promote the health benefits of walking and cycling, including the following:

- **Active lifestyles programme in Schools.** Involves the distribution of pedometers and an associated walking programme to the least active children. Schools are chosen in liaison with the Healthy Schools programme. This is being lead by the Walk, Jog and Cycle officer.
- **Active For Life**

This is a partnership between NHS Haringey and Haringey Council's Sport and Leisure Services. It is a programme designed to help inactive people to become more physically active. Eligibility is linked to any of the following conditions:

Diabetes / High blood pressure / High cholesterol / clinically obese / Stroke / Heart disease / Mental health problems.

Person needs to be referred by their GP or Practice nurse. Once referred they are contacted by the scheme administrator and have an appointment arranged with a scheme advisor. They will discuss the different exercise options available to attend. After the twelve week programme, opportunities provided for more active long term lifestyle and offered discounted rate to continue to exercise in local Leisure Centre.

- **'Health in Mind'** Walk your way to health programme is another joint initiative between NHS Haringey and Haringey Council's Sport and Leisure Services. The organised walks are short 30-minute walks led by local people trained as walk leaders to offer support and encouragement. The health walks cater for all fitness levels especially those who have not been active for a while. Its free and a great way to meet new people. Walks set up so far include Finsbury Park, Markfield Park, Woodland Park, Bounds Green School, Campsbourne School and Tottenham Marshes (especially for people with a disability).

3.3.36 Shopmobility scheme

The Council has introduced a number of new initiatives in recent years to improve mobility in the borough. This includes the introduction of a community transport scheme and Leisure Mobility, which takes mobility scooters to different locations in the borough. This scheme will continue to be funded through the LIP allocation for the period 2011-2014.

3.3.37 Local transport projects

The Council will support and part fund the deliver of innovative community projects to encourage sustainable and carbon efficient travel behaviour.

3.3.38 Muswell Hill Low Carbon zone:

In September 2009 the Mayor of London announced that Muswell Hill would become one of 10 Low Carbon Zones in London. This is a community led initiative to test different measures to reduce carbon emissions including promoting sustainable lifestyles and choices to residents and businesses. The project is funded through two external grants, and is a partnership between Haringey Council, local community groups and other stakeholders. The short-term aim of the Low Carbon Zones project is to achieve a 20.12% reduction in carbon emissions within the Muswell Hill zone by 2012. This project will help towards the Mayor of London's target of a 60% cut in carbon. We will be using the Muswell Hill Low Carbon Zone to pilot a different approach to personalised travel planning. For this project, the work with households, schools and businesses will cover behaviour change across a range of carbon reduction issues including, waste, energy and travel. Much of the funding for this project will come from the GLA.

3.3.39 Haringey Low Carbon Zone

The Low Carbon Zone is piloting a number of approaches to reduce carbon emissions. Those relating to transport include, a Personal Carbon Trading Scheme offering financial incentives for carbon savings achieved by residents, Cyclehoops cycle parking which is

designed to reduce street clutter, a joint school travel plan bringing together a number of schools in the area, promotion of sustainable transport measures working with residents and environmental audits for businesses. Figure 3.14 summarises these measures and estimated CO₂ savings. A succession plan for the future delivering of the Low Carbon Zone, beyond 2012 will be developed in late 2011. Total CO₂ emissions from the domestic sector are estimated to be 1330 tonnes per annum.

Figure 3.14: Estimated CO₂ savings

Measure	Take up of measure (No of people)	CO ₂ savings (tpa)
Switch to electric car	20	26.49
Switch to street car	20	24
Switch to cycling/walking and public transport	5	5
School Travel Plans	5	5
Learning eco driving	25	7.5
Total	67 tonnes per annum (1% of target saving for area)	

3.3.40 Maintenance programme

The Council is responsible for the planned and reactive maintenance of highways, footways, highway structures, streetlighting and drainage.

3.3.41 Highways Asset Management Plan

Haringey's Highways Asset Management Plan was produced, in 2007, to develop a strategic approach to managing these vital assets. It seeks to develop knowledge and understanding of the network in terms of what is owned (inventory), condition and treatment options. This enables longer term programming of work and a better understanding of funding needs over time.

The highways network in Haringey comprises 314km of roads and 108km of pavements. On top of this are assets including street lighting, bridges, drainage, signs, street furniture, car parks, trees and amenity areas, the combined value of which extends into many millions of pounds.

3.3.42 Highways assets maintenance

Maintenance of the borough's highways assets, including roads, footways, drainage, and streetlights are essential for delivering the goals of the MTS, the Council's Sustainable Community Strategy goals and the LIP objectives.

3.3.43 Principal road maintenance:

The council uses results of annual road condition surveys to determine which sections of principal and non principal roads are to be included in the annual works programme for carriageway reconstruction/resurfacing treatment.

3.3.44 Non principal roads:

Priority is being given in 2010/11 to the treatment of roads that have deteriorated as a result of the recent cold weather. In the short term the investment will maintain current levels of performance (10% for classified roads and 14% for unclassified roads). Future needs will need to be reviewed as part of the Sustainable Transport Asset Management Plan (see figure 3.15).

Figure 3.15: Unclassified Non-principal roads Network Treatment Priority List 2011/12

Road Name	Ward	Estimated Cost (£k)
Warham Road, N8	Harringay	65
Summerhill Road, N15	Tottenham Green	61
Mount View Road, N4	Stroud Green	101
Tetherdown, N10	Fortis Green	95
Onslow Gardens, N10	Muswell Hill	58
Sirdar Road, N22	West Green	97
Stanmore Road, N15	West Green	25
Muswell Road, N10	Alexandra/Fortis Green	53
Park Avenue, N22	Bounds Green/Woodside	74
Oak Lane, N11	Bounds Green	11
SUB-TOTAL		640

3.3.45 Footways :

Investment in the maintenance of the borough footways are essential for maintaining and improving the quality of pavement surfaces and reducing the need for small scale remedial treatments to remove trip hazards.

In 2009/10 the Council invested £2m in footway works as they were a key priority for the public who responded to the On the Road to Improvement Consultation undertaken by the Council in 2007. The priority in the near future is to continue to maintain the footways in need of urgent repairs, due to the devastating effect that the last two winters have had on road condition, particularly to bus routes on minor roads.

3.3.46 Highway Bridges and Structures:

The Council has a programme of assessment and strengthening for all bridge structures that come under the Council's remit. Bridges funding is based on assessment and these total expenditure are:

2011/12 = 337K
 2012/13 = 1,729K
 2013/14 = 395K

The funding will be used for planned maintenance with the aim of arresting further deterioration which in the long term can increase the risk of accidents.

3.3.47 Rail / Underground improvements

London Underground plays a vital role in the accessibility of Haringey and the network requires continuous renewal to ensure that reliability does not deteriorate. The Council will continue to support TfL in delivering committed infrastructure improvements to increase the capacity and reliability of the public transport network and the Council will continue to lobby for commitment to progress currently unfunded proposals to enhance the networks ability to address current and future travel demands.

TfL Business Plan identifies investment on the Victoria, Piccadilly and Northern lines generating between 19% and 25% increase in capacity by 2015.

The Council supports TfL work in developing rail capacity enhancements for the period 2014 to 2019. We consider enhanced capacity on the West Anglia main line a key priority as well as electrification and train lengthening on the Barking-Gospel Oak line and additional services on the Great Northern line through Alexandra Palace to Moorgate/Kings Cross. The Council will continue to work with the North London Strategic Alliance in support of the electrification of the Barking-Gospel Oak line and for further passenger service improvements.

The Council would like to work with Network Rail, train operating companies and TfL to develop travel plans for main line and underground stations in Haringey. Further details are provided in the Smarter Travel section below.

3.3.48 Bus network enhancements – including orbital bus network.

The Council will continue to lobby TfL to enhance public transport connectivity, particularly for the orbital bus route network across the borough, which is essential to improve accessibility to new employment opportunities from the Borough's town centres and the main public transport interchanges. The Council will continue to work with TfL to ensure bus services are reliable, accessible and meet the needs of those who live and work in Haringey. The Council will ensure Councillors and users of bus services are fully consulted in regarding TfL's ongoing bus service review consultations. Lobbying will continue, on behalf of all Haringey bus users for improvements to bus service frequencies, journey times and reliability on the Borough's increasingly crowded bus network.

Bus priority measures will be identified and funded through either the corridor and neighbourhoods programme or the major scheme submission for Wood Green town centre.

Haringey Council consider traffic calming is an essential process for encouraging sustainable travel behaviour and for maintaining the benefits of modal shift. The neighbouring boroughs of Islington and Hackney have borough wide 20mph speed limits, though not enforced, which contribute to creating a cultural change in road usage, making roads safer, more accessible and more attractive to other less polluting forms of transport and to pedestrians alike. Haringey Council is considering the introduction of a similar borough wide 20mph speed limit for residential roads.

Haringey Council consider traffic calming is an essential process for encouraging sustainable travel behaviour and for maintaining the benefits of modal shift. The

neighbouring boroughs of Islington and Hackney have borough wide 20mph speed limits, though not enforced, which contribute to creating a cultural change in road usage, making roads safer, more accessible and more attractive to other less polluting forms of transport and to pedestrians alike. Haringey Council is considering the introduction of a similar borough wide 20mph speed limit for residential roads.

4. Performance Monitoring Plan

4.1 Introduction

The Performance Monitoring Plan comprises a number of Core Targets and Local Targets and associated performance indicators.

Core targets for the five mandatory indicators [mode share, bus service reliability, asset condition, road traffic casualties and CO₂ emissions] are set out below.

We are also proposing a number of non-mandatory indicators with associated targets to reflect our focus on key transport issues.

In setting our targets we have sought to assess the likely impact of our proposals and programmes, taking into account funding availability and the effectiveness of particular interventions. There are risks associated with the achievement of the targets as described in each target.

Table 4.1 below shows the MTS goals, relevant Core Target, locally set targets and indicators and the linkage to Haringey LIP objectives.

Category	Target/indicator	Relevant LIP Objectives
Supporting economic development and population growth		
Core Target	Excess Wait Time for high frequency services from 1.2 [2008/10] to 1.1 by 2013/14	Obj. 2, 5
Local target	Bus journey times for Green Lanes between St Ann's Road and Endymion Road [data required from TfL]	Obj. 2, 5
Core Target	Asset condition – reduce the proportion of principal road network with UKPMS score of >70 from 7% in 2009/10 and 7% by 2013/14 and to 6% by 2021	Obj. 9
Local Target	Condition of unclassified roads	Obj 9
Enhancing the quality of life for all Londoners		
Core Target	Proportion of travel by means other than the car from 69% [2006-2009] to 72% by 2013/14 and to 75% by 2021	Obj. 2, 3, 4, 6, 7, 8, 10
	Proportion of travel by walking from 31% [2006-2009] to 33% by 2013/14 and to 35% by 2021	Obj. 2, 3, 4, 6, 7, 8
	Proportion of travel by cycling from 2% [2006-2009] to 3% by 2013/14 and to 4% by 2021	Obj. 2, 3, 4, 6, 7, 8
Local Target	Proportion of children travelling by car [NI198] for 2009/10 to 2013/14 for Primary from 19.4% to 17.5% and Secondary from 5.4% to 4.9%	Obj. 2, 3, 6, 7
Improve the safety and security of all Londoners		
Core Target	Reduce the number of people killed and seriously injured from 100 [2004/8 base] to 80 [20% reduction] by 2013/14 and to 60 [40% reduction] by 2021 [provisional target]	Obj. 4

	subject to results of road safety study]	
	Reduce the number of people injured from 844 [2004/8 base] to 675 [20% reduction] by 2013/14 and to 506 [40% reduction] by 2021 [provisional target subject to results of road safety study]	Obj. 4
Local Target	Reduce the number of children killed and seriously injured [NI48] from 2004/8 baseline of 13 to 10 [20% reduction] by 2013/14 [provisional target subject to results of road safety study]	Obj. 4
Improve transport opportunities for all Londoners		
Local Target	Access to services and facilities by public transport [NI175] for primary and secondary schools and food shopping: Primary schools – 67% of zones with ATOS score of A or B for 2010/11 and 2011/12 Secondary schools – 89% of zones with ATOS score of A or B for 2010/11 and 90% for 2011/12 Food shopping – 51% of zones with ATOS score of A or B for 2010/11 and 2011/12	Obj. 1
Monitoring indicator	Number of accessible [DDA compliant] bus stops	Obj. 1
Reducing transport's contribution to climate change and improving its resilience		
Core Target	Tonnes of CO2 emanating from ground based transport per year from 164 kilo tonnes per year in 2008 with 20% reduction by 2013/14 [131 kilo tonnes] and 40% reduction by 2020	Obj. 7, 11
Monitoring indicator	Number of car clubs and bays in the Borough [LDF indicator]	Obj. 2, 6, 7
	Number of school pupils undertaking cycle training [LDF indicator]	Obj. 2, 3, 6, 7
MTS Outputs		
Output indicators/targets	Cycle superhighway schemes	Obj. 2, 3, 4, 6, 7
	Cycle parking	Obj. 2, 3, 6, 7
	Electric charging points	Obj. 6, 7
	Better streets	Obj. 5, 8, 9, 10
	Cleaner local authority fleets	Obj. 6, 7
	Net increase in street trees	Obj. 7, 10

4.2 Core Targets

4.2.1 Bus service reliability

Table 4.2

Excess wait time for High Frequency bus services	
Target trajectory	Not applicable within context of target
Evidence that the target is realistic and	Over the period 2008-10, Excess Wait Time was 1.2 minutes on average. This places the Borough in the

ambitious	bottom quartile. EWT is related to service frequency. A target of 1.1 minutes EWT is the current average for outer London boroughs. This is considered realistic within the context of likely reductions in service frequency and measures to enhance bus service reliability as part of a Major Scheme for Wood Green town centre and Corridor improvements to Green Lanes
Key actions for the Council	We are seeking funding for a Major Scheme for Wood Green High Road and the surrounding area. This will focus on urban realm, improvements to bus service reliability, road safety improvements and better access by walking and cycling. Measures to reduce road user casualties and improvements to cycling and bus service reliability are proposed for a corridor scheme for Green Lanes between St Ann's Road and Endymion Road.
Key actions for local partners	Bus operators can support this target through better driver behaviour and contract management by TfL
Principal risks and how they will be managed	Key risks are associated with reductions in service frequency, increases in traffic volumes and thereby adding to bus delays and funding for a major scheme not coming forward. As a Council we would seek to minimise service reductions and pursue our policies in the LIP to minimise the potential for additional traffic. If funding for a major scheme for Wood Green Town Centre were not to be forthcoming, we would consider Corridor funding for a less extensive scheme with lower overall benefits.

4.2.2 Road condition

Table 4.3

Asset condition – keep the proportion of principal road network with UKPMS score of >70 at 7% in 2009/10 and 7% by 2013/14	
Target trajectory	See Figure 4.1
Evidence that the target is realistic and ambitious	The funding likely to be made available through Maintenance funding is only expected to maintain the current standard of the Principal Road network. Recent performance has shown condition of the principal roads has worsened.
Key actions for the Council	Enhancements will be targeted at roads with the highest UKPMS score but would also be targeted at achieving maximum benefit by complementing other TfL funded schemes such as Tottenham gyratory.
Key actions for local partners	Close working with our contractor will be required through the new contractual arrangements for delivering highways works schemes
Principal risks and how they will be managed	Weather can have a major impact on the state of the Borough's Principal roads as the weather during the 2010 winter has shown. A lower level of funding than anticipated can adversely affect future performance. We would target funding at those roads suffering the worst road condition.

4.2.3 Mode share

Table 4.4

Proportion of travel by means other than the car from 69% [2006-2009] to 72% by 2013/14	
Target trajectory	See Figure 4.2
Evidence that the target is realistic and ambitious	Over the period 2006-2009 69% of journeys by Haringey residents were by means other than the car. No overall data for our performance on non-car travel is available. TfL data shows that our proportion of travel by car [31%] puts the Council into the second quartile. However, this proportion by car is equal lowest in Outer London [with LB Newham] and is more in line with Inner London boroughs [4 Inner London boroughs have equal or higher proportion of residents travel by car]. Our target therefore reflects the characteristics of the Borough, the difficulty in making significant mode shift change from the private car, our regeneration aspirations for Tottenham Hale and Haringey Heartlands and our focus on smarter travel.
Key actions for the Council	<p>Our key actions are:</p> <ul style="list-style-type: none"> • Encouraging more walking and cycling and enhance urban realm through the actions in the Delivery Plan • Support enhancements to bus services and service reliability through our Corridors/Neighbourhoods programme and Major Scheme for Wood Green; • Support expansion of car club scheme to March 2011 and seek additional car clubs as part of development planning. • Support delivery of 2 cycle superhighways – route 12 by March 2012 and route 1 by 2015 • Support Smarter Travel initiatives as described in the Delivery Plan • Support restrictive car parking provision as part of development proposals including car free developments and on site provision of cycle parking
Key actions for local partners	Partners in Haringey PCT and Children's and Young Peoples Service have a key role in supporting smarter travel projects for residents and schools. Sub regional partnership for North London to manage workplace travel plans with local businesses. Corporate support for the Council's own staff travel plan. Work with developers to support additional car club bays.
Principal risks and how they will be managed	Support for regeneration of the Borough may lead to higher proportion of car travel than currently. Possible reductions in public transport services and reduction in investment by TfL on the underground network may adversely affect capacity of public transport to deliver sustainable development. The implementation of projects and programmes may not be line with our

	Delivery Plan. We will seek to manage traffic generation from new developments through operation of planning and parking policies to reduce car ownership. We will seek to ensure delivery of our projects by effective project management.
--	---

Proportion of travel by walking from 31% [2006 – 2009] to 33% by 2013/14	
Target trajectory	See Figure 4.3
Evidence that the target is realistic and ambitious	The current proportion of walking trips by residents puts the Borough in second quartile London-wide but only 4 outer London boroughs out of 20 has a higher proportion of walking trips. The current proportion is also higher than the adjoining outer London boroughs of Waltham Forest, Enfield and Barnet. The adjoining Inner London boroughs of Hackney, Islington and Camden all have a higher proportion of walking trips. The target reflects proposals to improve walking routes, urban realm enhancements, smarter travel initiatives and footway enhancements.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Encourage walking through actions in the Delivery Plan • Urban realm improvements to Wood Green town centre • Improvements to footway surfacing • Improved road safety measures such as pedestrian crossings • Enhancements to walking environment such as through street lighting programme • Support for walking through smarter travel initiatives • Improving pedestrian environment through development planning process
Key actions for local partners	Partners in Haringey PCT and Children's and Young Peoples Service have a key role in supporting smarter travel projects for residents and schools. Sub regional partnership for North London to manage workplace travel plans with local businesses. Corporate support for the Council's own staff travel plan.
Principal risks and how they will be managed	The implementation of projects and programmes may not be line with our Delivery Plan. We will seek to ensure delivery of our projects by effective project management.

Proportion of travel by cycling from 2% [2006-2009] to 3% by 2013/14	
Target trajectory	See Figure 4.4
Evidence that the target is realistic and ambitious	On average between 2006 and 2009, there were approximately 10,500 cycle trips per day by Haringey residents. DfT cycle count data shows that on average there was an 8% increase in cycle trips per year between 1999 and 2008. Assuming the same rate of growth between 2009 and 2013/14, cycle trips could increase to about 14,000 or 3% of all daily trips assuming no overall increase in trip making by Haringey residents. This target is considered ambitious given

	there is no evidence that cycle growth would increase at the same compound rate and that there will be increases in population and employment in Haringey.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Encouraging cycling through the actions in the Delivery Plan • Support for Cycle Superhighways • Smarter travel initiatives • Implementation of minimum cycle parking standards for developments • Seeking contributions for enhancing cycle facilities through the planning process [S 106/S 278]
Key actions for local partners	Partners in Haringey PCT and Children's and Young Peoples Service have a key role in supporting smarter travel projects for residents and schools. Sub regional partnership for North London to manage workplace travel plans with local businesses. Corporate support for the Council's own staff travel plan.
Principal risks and how they will be managed	The implementation of projects and programmes may not be line with our Delivery Plan. We will seek to ensure delivery of our projects by effective project management. Traffic volumes and accident rates increase deterring greater take up of cycling. This could be managed by targeted cycle training and reallocating smarter travel funds to this area. More work could be focused on reducing cycle accidents.

4.2.4 Road safety

Table 4.5

Reduce the number of people killed and seriously injured from 100 [2004/8 base] to 80 [20% reduction] by 2013/14	
Target trajectory	See Figure 4.5
Evidence that the target is realistic and ambitious	Total killed and seriously injured [KSI] casualties was 39% lower in 2009 compared with baseline 1994/8 average used to set the Mayoral target of 50% reduction by 2010. Comparing the latest three year data [2007-9] a 47% reduction has been achieved from baseline. New road safety targets have yet to be set by the Government or the Mayor although the MTS predicts a 50% reduction in KSIs from 2004/8 baseline by 2017/18. This prediction has been used to set a target for 2013/14 based on a linear projection. Road safety casualty reduction programmes have been delivered over many years and it is increasingly difficult to make substantial reductions in the short term. Data for London shows a levelling out in the reduction of KSI casualties since 2004. There is also the risk of more pedestrian and cycle casualties with increasing levels of cycling and walking. In addition around 25% of casualties in Haringey occur on the TLRN so the Council cannot directly address these.

Key actions for the Council	<p>Our key actions are:</p> <ul style="list-style-type: none"> • Implementation of road safety engineering and education, training and publicity measures in the Delivery Plan • Develop smarter travel measures for schools • Introduce road safety measures as part of the Major Scheme for Wood Green Town Centre • Work in partnership with the voluntary sector to target interventions at ethnic minorities who have disproportionately high numbers of casualties • A Road Safety Strategy will be prepared to guide interventions
Key actions for local partners	<p>Joint working with the Council to reduce casualties among ethnic minorities. Work with local police and Children and Young People's Service on initiatives to reduce casualties. As noted above many casualties occur on the TLRN and TfL has a key role in reducing casualties on these roads.</p>
Principal risks and how they will be managed	<p>The key risks relate to the delivery of the projects and programmes and increases in cycling, walking and motorcycling leading to greater accident levels. Effective project management can assist delivery and smarter travel initiatives and pedestrian and cycle training can contribute to reducing accident levels. We will review the Road Safety Strategy to re-evaluate the actions within it and focus expenditure where it is most needed.</p>

Reduce the number of people injured from 844 [2004/8 base] to 675 [20% reduction] by 2013/14	
Target trajectory	See Figure 4.6
Evidence that the target is realistic and ambitious	<p>Total casualties [KSI and slight] fell from 1170 in 1994/8 base to 1027 [- 13%] in 2009. No targets have been set by the Government or Mayor for total casualty reduction. The target is based on an assumed 50% reduction London-wide by 2017/18. with the target for 2013/14 based on a linear projection. Road safety casualty reduction programmes have been delivered over many years and it is increasingly difficult to make substantial reductions in the short term. Data for London shows a levelling out in the reduction of slight casualties since 2006. There is also the risk of more pedestrian and cycle casualties with increasing levels of cycling and walking. In addition around 25% of casualties in Haringey occur on the TLRN so the Council cannot directly address these.</p>
Key actions for the Council	<p>Our key actions are:</p> <ul style="list-style-type: none"> • Implementation of road safety engineering and education, training and publicity measures in the Delivery Plan • Develop smarter travel measures for schools • Introduce road safety measures as part of the Major Scheme for Wood Green Town Centre • Work in partnership with the voluntary sector to target interventions at ethnic minorities who have

	<p>disproportionately high numbers of casualties</p> <ul style="list-style-type: none"> • A Road Safety Strategy will be prepared to guide interventions
Key actions for local partners	Joint working with the Council to reduce casualties among ethnic minorities. Work with local police and Children and Young People's Service on initiatives to reduce casualties. As noted above many casualties occur on the TLRN and TfL has a key role in reducing casualties on these roads
Principal risks and how they will be managed	The key risks relate to the delivery of the projects and programmes and increases in cycling, walking and motorcycling leading to greater accident levels. Effective project management can assist delivery and smarter travel initiatives and pedestrian and cycle training can contribute to reducing accident levels. We will review the Road Safety Strategy to re-evaluate the actions within it and focus expenditure where it is most needed.

4.2.5 CO2 emissions

Table 4.6

Tonnes of CO2 emanating from ground based transport per year from 164 kilo tonnes per year in 2008 with 20% reduction by 2013/14 [131 kilo tonnes]	
Target trajectory	See Figure 4.7
Evidence that the target is realistic and ambitious	Our target for 2013/14 is an interim target for the Council's own target of a 40% reduction in CO2 by 2020. MTS has a target of 60% reduction in ground based transport CO2 emissions by 2025. The targets are considered challenging in the context of increasing population and employment within the Borough.
Key actions for the Council	<p>Our key actions are:</p> <ul style="list-style-type: none"> • Implementing the projects and programmes in the Delivery Plan • Operating planning policies to reduce the need to travel and to encourage sustainable transport through provision of minimum cycle parking standards and maximum car parking standards and encourage the use of electric vehicles • Supporting the use of electric vehicles through the Council's travel plan and on and off street infrastructure provision
Key actions for local partners	Smarter travel interventions require liaison with Children and Young Peoples Service and local schools; workplace travel plans to be promoted within sub regional partnership and developed by local businesses. Corporate working on staff travel plan needed.
Principal risks and how they will be managed	Key risks relate to the delivery of the projects and programmes in the Delivery Plan relating to Smarter Travel. Effective project management can assist delivery. Further take up of electric vehicles is dependent on better infrastructure but also depends on

	Government initiatives. Participation in a London-wide electric vehicle scheme can minimise the risk of a low take up.
--	--

4.3 Local Targets

We have identified a number of local targets which will support and complement the mandatory as these reflect the Council's local priorities identified through the consultation on the Issues and Challenges and Better Place survey of local residents.

4.3.1 Local targets to support MTS objective of Supporting economic development and population growth

Bus journey times

Bus journey times for Wood Green High Road between Wood Green tube and Turnpike Lane tube [awaiting data from TfL]

Bus journey times for Green Lanes between St Ann's Road and Endymion Road [awaiting data from TfL]

Condition of unclassified roads

Table below shows our performance and targets for the period to 2013 [insert]

4.3.2 Local target to support MTS objective of Enhancing the quality of life for all Londoners

Proportion of children travelling by car [NI198] for 2009/10 to 2013/14 for Primary from 19.4% to 17.5% and Secondary from 5.4% to 4.9%.

4.3.3 Local target to support MTS objective to Improve the safety and security of all Londoners

Reduce the number of children killed and seriously injured [NI48] from 2004/8 baseline of 13 to 10 [20% reduction] by 2013/14

4.3.4 Local targets to support MTS objective to Improve transport opportunities for all Londoners

Access to services and facilities by public transport [NI175] for primary and secondary schools and food shopping

Primary schools – 67% of zones with ATOS score of A or B for 2010/11 and 2011/12

Secondary schools – 89% of zones with ATOS score of A or B for 2010/11 and 90% for 2011/12

Food shopping – 51% of zones with ATOS score of A or B for 2010/11 and 2011/12

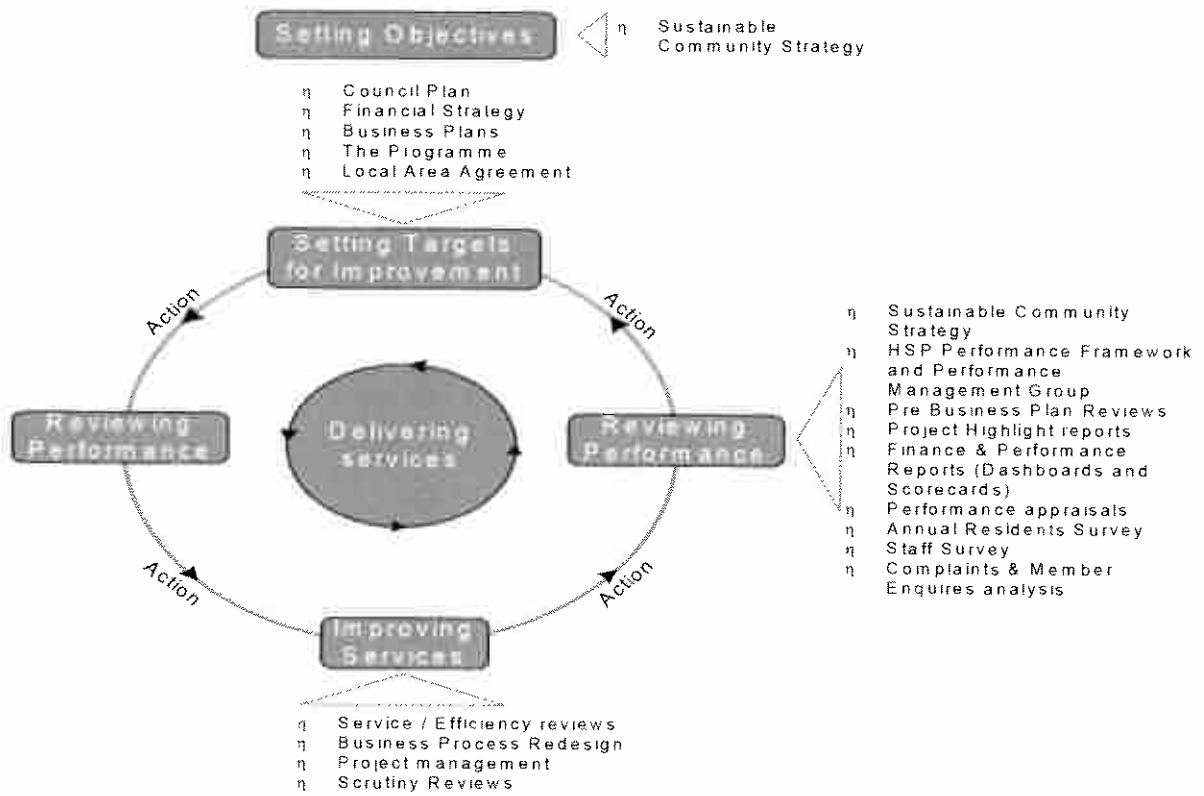
4.4 Monitoring Progress

Programme monitoring

We will be monitoring our progress against targets and indicators on an on-going basis. For those targets which are not on track we will undertake analysis of possible causes and evaluate options for improving our performance against targets.

The Council's performance across a wide range of indicators is regularly monitored by the Corporate Policy and Performance Team. Its overall approach to performance management is shown in Figure 4.1.

Figure 4.1



London Borough of Haringey
Local Implementation Plan
Equalities Impact Assessment
August 2010

Contents



1.0 Introduction

- 1.1 Purpose of an EQIA
- 1.2 Extent of the EQIA

2.0 Demographic Context

- 2.1 Age
- 2.2 Disability
- 2.3 Gender
- 2.4 Race
- 2.5 Religion, belief or non-belief
- 2.6 Sexual orientation

3.0 Consideration of available equalities groups monitoring data

- 3.1 Mode
- 3.2 Casualties
- 3.3 Barriers

4.0 Assessment of Potential Impacts of LIP Objectives on Equality Strands

5.0 Assessment of Potential Impacts of LIP Programme on Equality Strands

6.0 Consultation

- 6.1 Future consultation
- 6.2 Monitoring arrangements

1.0 Introduction

The London Borough of Haringey is in the process of producing its second Local Implementation Plan (LIP) for the period 2011 to 2014. The LIP is a statutory document, prepared under section 145 of the GLA Act 1999; explaining how a London Borough will deliver the goals of the Mayor's Transport Strategy (MTS) that apply to them. The MTS sets out six goals, which are:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving the safety and security of all Londoners
- Improving transport opportunities for all Londoners
- Reducing transport's contribution to climate change and improving its resilience
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy

Within the LIP document, 11 objectives for the future of transport in Haringey have been set out:

- Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough
- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents
- Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users
- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale
- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport
- Reduce Haringey's CO₂ emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives.
- Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.
- Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network.

- Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.
- Minimise the effects of unpredictable events arising from climate change on the transport network

1.1 Purpose of an EQIA

The purpose of the EQIA is to carry out a thorough and systematic analysis of the LIP and any equality implications that it may have. This proactive approach meets the aspirations of the Council's Equalities Agenda and its statutory obligations under the Race Relations Amendment Act (2000), Disability Discrimination Act (2005) and Equality Act (2006); which can be summarised as:

- Eliminating unlawful discrimination in the provision of goods, facilities or services
- Promoting equality of opportunity
- Promoting good relations between different groups

1.2 Extent of the EQIA

This report analyses the demographic profile of the borough and where available any monitoring or consultation data that has been collected by Haringey Borough Council. With the aim of highlighting any groups that are under or over represented; allowing measures to be put in place to ensure equal opportunities are maintained.

There are six equalities strands that will be considered by this assessment, these are:

- Age
- Disability
- Gender
- Race
- Religion, belief or unbelief
- Sexual orientation

These groups have been chosen as they have historically faced discrimination, are vulnerable or may be at risk of social and/or economic exclusion within society.

Conducting an EQIA is a multi stage process. Firstly a desk survey was undertaken; this was to build a demographic profile of the borough. Secondly issues and opportunities facing transport within Haringey were identified. Finally recommendations were made to minimise the negative effects that the LIP may have on any disadvantaged groups and to ensure that disadvantaged groups are not further disadvantaged.

2.0 Demographic Context

In order to understand the potential equalities impact that Haringey Borough Council's Local implementation Plan will have on the borough, it is necessary to identify its current

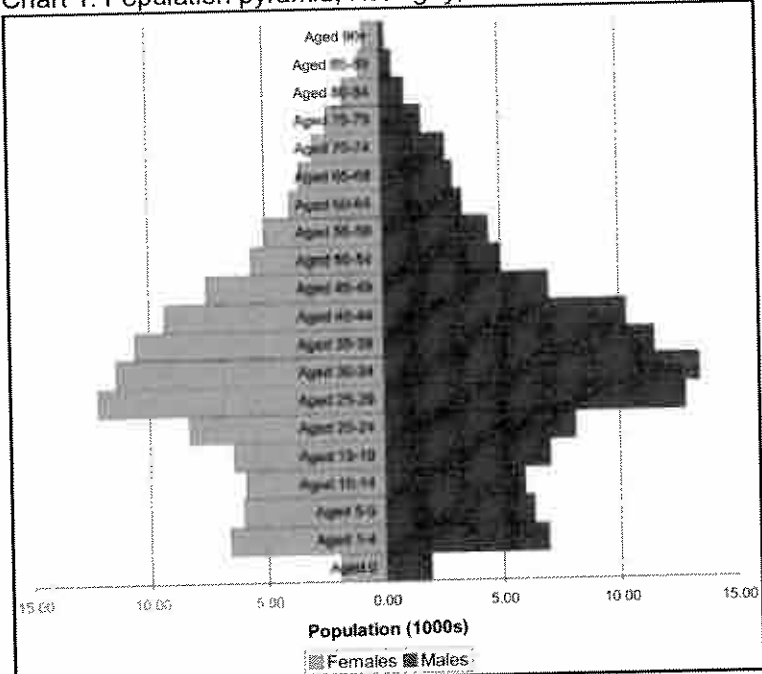
demographic composition. The present estimated population is 228,800; within an area of approximately 30 square kilometres. This gives a population density of 7,600 people per square Kilometre. Haringey's population has grown by 8.4% since 1991 and is projected to reach in excess of 260,000 by 2026, representing a growth rate of 15%. Approximately 30% of Haringey's population live within the Central and Eastern areas of the borough, which are classified as being within the most 10% deprived areas of the United Kingdom.

Haringey is the 18th most deprived borough in the county, and the 5th most deprived London borough.

2.1 Age

Haringey has an age profile (Chart 1) that is consistent with the whole of London; with 31.6% residents being under the age of 25, slightly above the London wide average of 30.4%. In excess of half the population is under the age of 35, with those aged 25-29 (11.1%) and 30-34 (11%) representing the largest proportion. The borough deviates from the London wide profile for those over the age of 65, who make up just 9.4% of Haringey's population. By 2025 the number of residents over the age of 65 is projected to increase by 20.6%, which equates to 4,300 people. Amongst other age groups, the 10-39 category is predicted to decline by 6.3% and the number of people aged 40-65 will increase by 22%. There is some difference to where the younger and older members of society live within the borough; those of retirement age tend to congregate to the west of the borough, particularly in the areas of Highgate, Muswell Hill and Fortis Green. Younger residents are more likely to live in the East of the borough.

Chart 1: Population pyramid, Haringey, mid 2006



Source: MYE 2006, ONS.

2.2 Disability

The Disability Discrimination Act (DDA) defines a disabled person as:

“Someone who has a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities.”

According to the 2001 census, 15.51% of Haringey’s residents are classed as having a limiting long-term illness. This figure is consistent with the London average (15.49%) and slightly lower than England as a whole (17.93%). When considering those of working age; 12.81% of Haringey residents have a limiting long-term illness, slightly higher than the London average of 11.87%. Although this is lower than the average for London which is 13.29%. The east of the borough has a greater proportion of people receiving community based assistance to support them with disabilities or sensory impairment. Particularly within the areas of; Noel Park, Bounds Green, Bruce Grove and Northumberland Park. Over 500 children and young people in Haringey have a disability.

2.3 Gender

According to the office of national statistics, the ratio of males and females in the borough is approximately 50:50 (Table 1).

Table 1: Distribution of males and females in the borough

Gender	Number of people	Percentage
Male	112,800	50.2
Female	112,000	49.8

2.4 Race

Haringey is a diverse borough; the 2001 census reported that 34.4% of residents belonged to a Black or Ethnic Minority group. The bulk of residents in Haringey can be identified as white, making up 65.6%. The largest ethnic groups were White British (47.6%), White other (14.1%), Caribbean (8.3%) and African (9.1%). Haringey scores has a Simpson’s index score of 3.95, significantly above the London average of 2.66, making it the fifth most diverse borough in London. Between the period 2001 to 2005 the Pakistani community saw the population largest growth, which was 38.1%. Four other groups also saw an increase, these were; Chinese (+36%), Other Ethnicity (+13.6%), and White and Asian (+12.5%). On the other hand, four groups experienced a decline, these were; White Irish (-14.9%), White other (-11.3%), Caribbean (-9.7%) and Black Other (-3.3%).

The Greater London Authority has projected that there will be some large increases within the population of some ethnic groups. In particular, these include; Chinese (+103.5%), Bangladeshi (59.8%) and Pakistani (44%). The only group predicated to decline is Black Caribbean, who will see a decrease in population of five percent.

There is a clear difference in the areas of the borough that different ethnic groups reside in. White groups tend to congregate in the east of the borough; particularly in Foris Green, Muswell Hill and Crouch End. Residents of Black ethnic origin are more likely to be found in the west of Haringey; mainly in Northumberland Park, Bruce Grove, and Tottenham Green.

Traditionally Haringey has attracted large numbers of Asylum seekers, although in recent years this has declined. The number of asylum seekers residing in the borough peaked in 2002 at 6,032. Between the period 2001 to 2006 the number in Haringey fell from 5,823 to 649. The borough’s share of all London asylum seekers also varied over this period, peaking in 2002 at 11.4% in 2002. By 2006 this proportion fell to 6.1%.

2.5 Religion, belief or non-belief

The most recent figures relating to religion are drawn from the 2001 census; it concluded that 50.1% of residents identified themselves as Christian. This is lower than the London average of 58.2% and significantly below the England and Wales average of 71.7%. The second most popular category was no belief, accounting for 20% of the borough, higher than both the London (15.8%) and, England and Wales average (14.8%). Muslim is the third largest religious group in Haringey, making up 11.8% of respondents, greater than London (8.5%) and, England and Wales (3%). The remainder of the community is made up of; Jewish (2.6%), Hindu (2.1%), Buddhist (1.1), Sikh (0.3%) and other (0.5%).

Haringey is the 12th most religiously diverse borough in England and Wales, and the 11th most diverse of the 33 London boroughs. Different religious groups are relatively well distributed throughout Haringey's wards. The highest concentration of Christians is in

White Hart Lane (56.88%); the greatest concentration of no belief is in Stroud Green (32.67%). Tottenham Hale has the largest Muslim community with 16.74% of residents identifying it as their religion. Seven Sisters has the largest number of Jewish residents, and Bounds Green the largest share of Hindus.

2.6 Sexual Orientation

Currently the Office of National Statistics does not collect data on sexuality or sexual orientation. The GLA estimates that 5-10% of London is Lesbian, Gay or Bisexual; but does not provide an estimate for individual boroughs. As a result it is not possible to provide an accurate profile of sexual orientation in Haringey.

3.0 Consideration of available equalities groups monitoring data

3.1 Mode

JMP compiled a report on behalf of the London Borough of Haringey. They concluded that three and a half more men than women cycle in the borough. Similar numbers of white, black and mixed ethnic groups cycle regularly, whilst Asians cycle less. Those of black and Asian ethnicity are more likely to never cycle compared to all other ethnic groups. In respect to age, those aged 5-19 years cycle most frequently. Then bicycle use declines between the ages of 20 and 39, a small increase was discovered for those aged 40 to 49. Once residents reach the age of 60, their frequency of cycle use rapidly drops. Therefore, target groups for increased uptake in cycling are; older people, women and members of black and ethnic minority groups.

A Scrutiny Review of Sustainable Transport in Haringey was carried out in 2009. A major concern was the provision of door-to-door travel for the elderly and disabled. This was based on concerns that the current services that are required are unreliable. Current door-to-door services include; dial a ride, taxicard community transport and hospital transport. Other issues raised included; footway condition and lighting, this was particularly a worry of the elderly. These groups also raised concerns over accessibility to rail, tube and bus services. It was recommended that improvements be made to bus time tables in order to improve safety.

As part of its commitment to reduce private car ownership in Haringey, the council has introduced a car club scheme, which is operated by Streetcar, a subsidiary of Zipcar UK Ltd. Street car aims to make their service as inclusive as possible; any disabled driver that

registers for the service receives two complementary memberships for their partner or carers. All Streetcar locations are placed in areas that provide excellent disabled access. In addition five percent of their fleet has automatic transmission, with two automatic vehicles based in Haringey. Furthermore, Streetcar has taken steps to provide specialist equipment for disabled drivers; their contractors Lynx Controls can fit temporary hand controls to a vehicle with 24 hours notice.

3.2 Casualties

Despite there being an almost 50/50 split of males and females in the borough, men are over represented in the STATS 19 accident data. In general males make up a higher proportion of fatal accidents than females; although in 2007 and 2009 they were equal with two and three fatalities respectively. Although due to the small sample size caution should be made in making generalisations. In all years 2005 to 2009 a greater number of males were classed as serious casualties. In many years approximately 50% more men were seriously injured than women, in 2009 this gap narrowed with 51 serious male casualties and 41 female. Once again, when considering slight casualties men are significantly over represented compared with women.

Chart: 2 All casualties in Haringey compared to gender

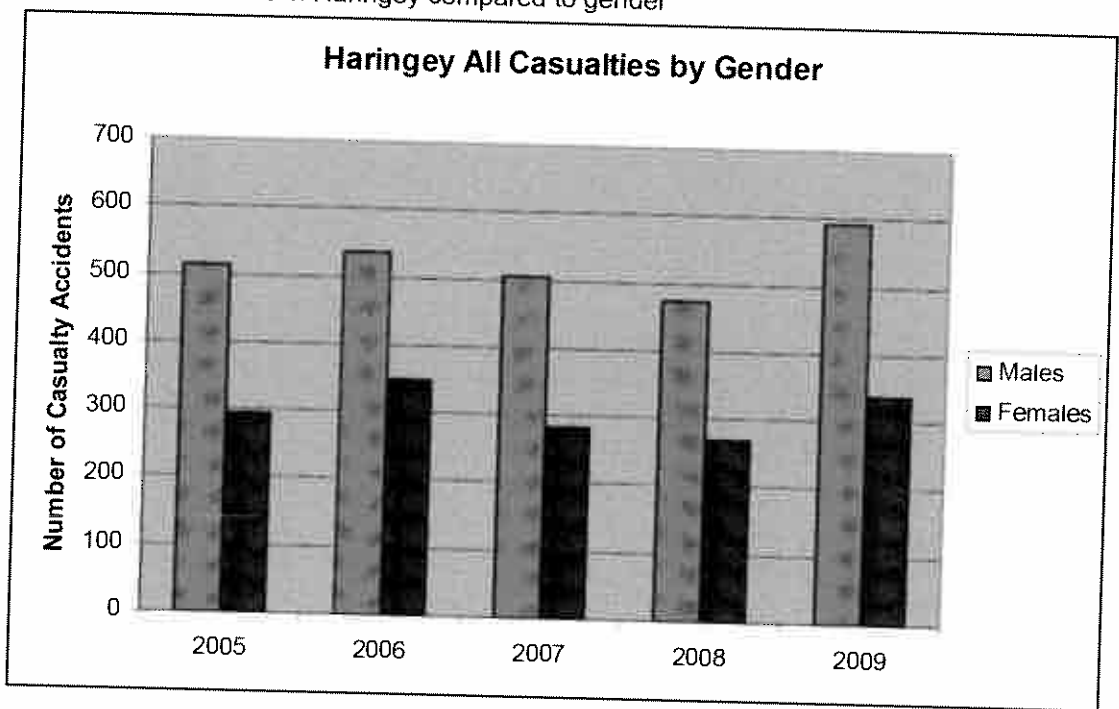


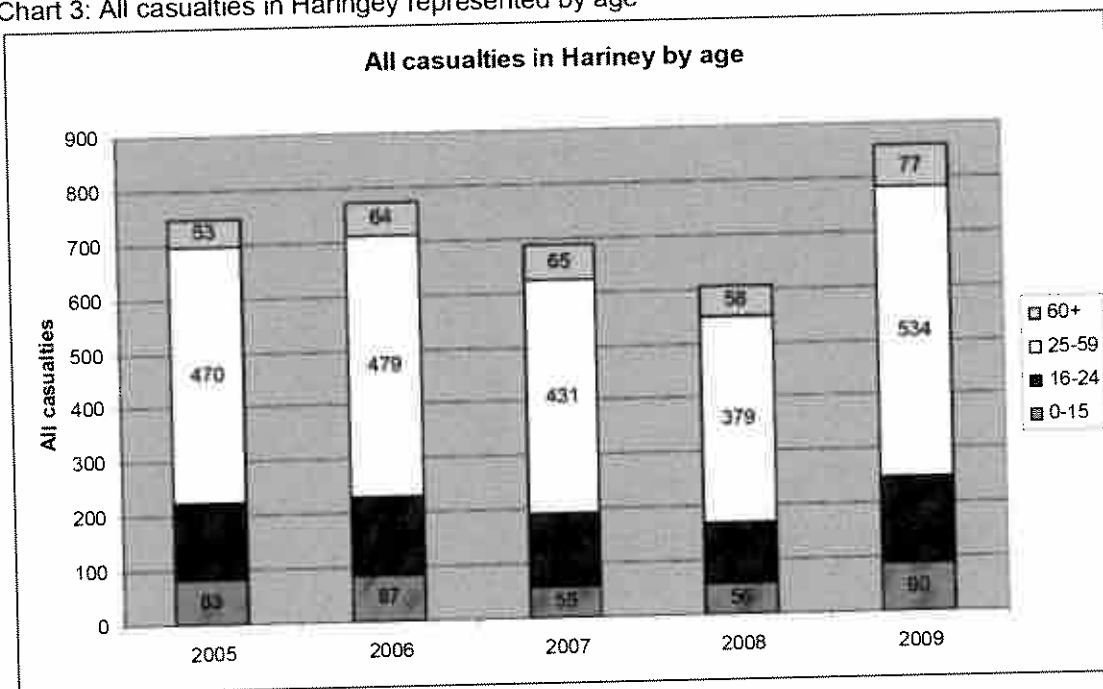
Table 2: All casualty accidents in Haringey 2005 – 2007 by gender and severity

Severity	Male			Female		
	Fatal	Serious	Slight	Fatal	Serious	Slight
Year						

2005	6	59	447	1	28	265
2006	8	72	456	0	37	312
2007	2	57	446	2	17	265
2008	2	49	422	1	28	241
2009	3	51	538	3	41	293

The proportion of different age groups involved in casualty accidents in the borough has remained relatively stable over the last five years. Those aged 0-15 made up 7-10%, 16-24 accounted for 15-18%, 25-59 were the largest proportion between 51-58% and the over 60s made up 7-8% of casualties.

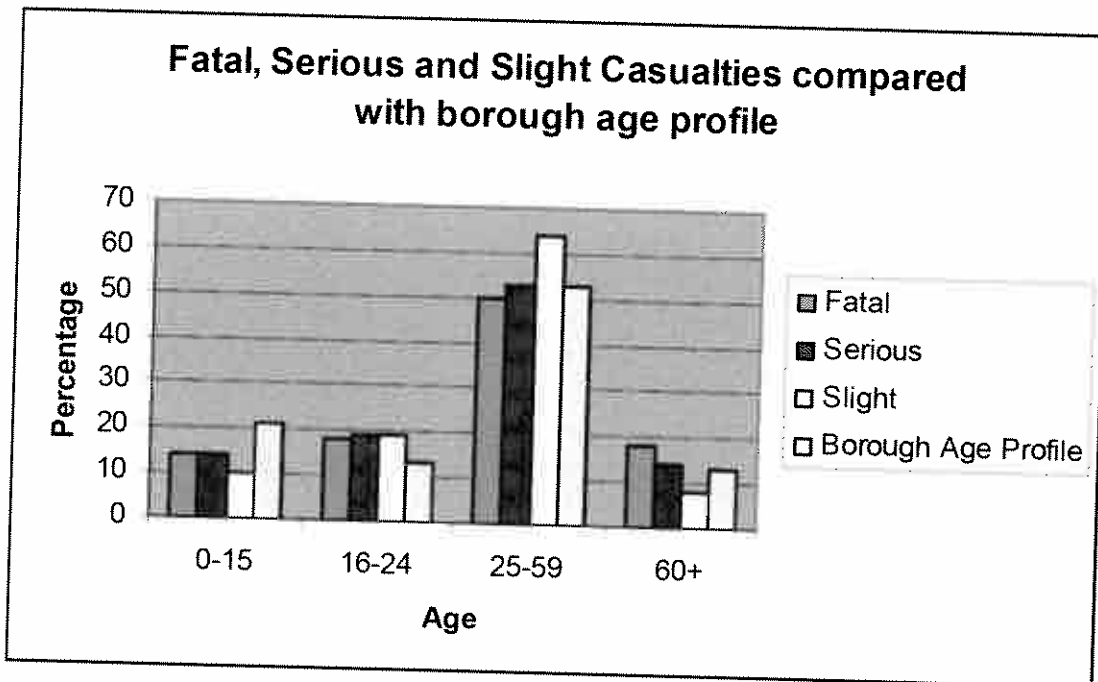
Chart 3: All casualties in Haringey represented by age



During the period 2005 to 2009; those in the age group 0-15 made up 14% of all fatal casualty accidents. Compared with 18% for 16 to 24, 50% for 25-59 and 18% for the over 60s. Serious casualties were made up of a similar age profile; 14% were aged 0-15, 19% 16-24, 53% 25-59 and 14% were aged 60+. The profile for slight casualties is slightly different; with 10% aged 0-15, 19% 16-24, 64% 25-59 and 8% aged over 60.

When these figures are compared with the age profile for the borough (Fig); it is clear that those aged 0-15 are underrepresented in all categories of casualty accident. Those aged between 16 and 24 feature disproportionately; being more likely to suffer fatal, serious and slight injuries, this is cause for concern. On the other hand, 25 to 59 year olds are involved in a lower number of fatal accidents than would be expected, but are significantly more likely to be involved in a slight injury accident. Worryingly the over 60 age group has a greater than expected share of fatal accidents, although they receive a lower proportion of slight injuries.

Chart 4: All casualties in Haringey represented by age and severity



There was some variation in casualty's ethnicity between 2005 and 2009. White casualties made up between 19% and 29% of all those injured, with an average of 25.4%. The Dark European category accounted for 10-18% of casualties, with an average of 13.6%. Between 13% and 19% of those injured were Afro-Caribbean. The smallest categories were Asian, Oriental and Arab; accounting for 2-6%, 0.5-1% and 0.1-1% respectively. Unfortunately, for a high percentage of casualties their ethnicity was either unknown or not recorded. In 2009 a report concluded that Black people were found to disproportionately represented in traffic accident statistics and this has led to the work that we have done in the last few years with different ethnic groups.

Chart 5: All casualties in Haringey represented by ethnicity

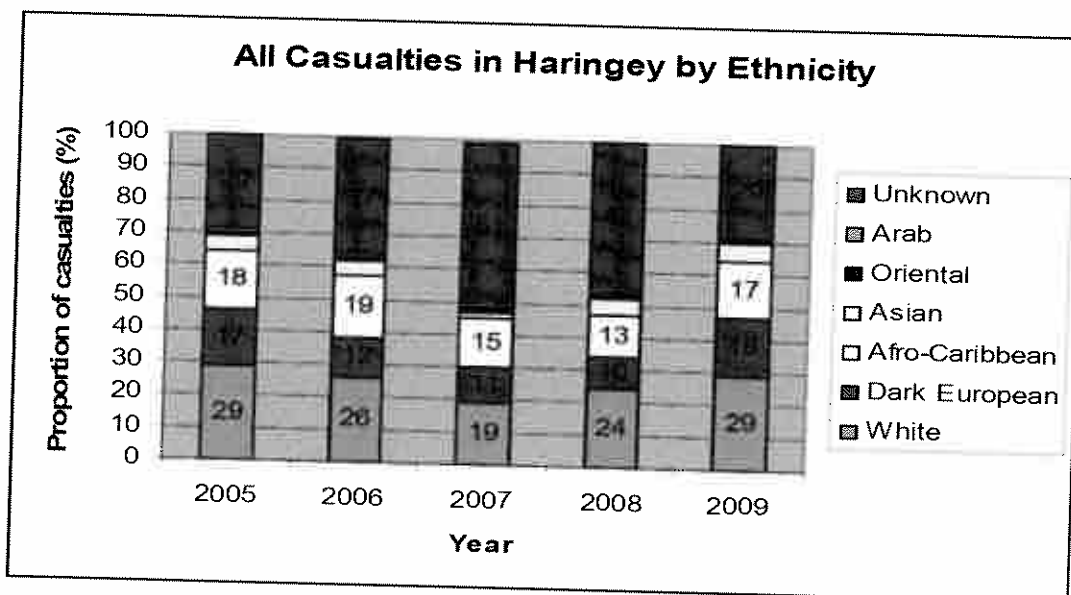


Table 3: All casualties in Haringey, represented by ethnicity and severity

			Year			

	Ethnicity	Severity	2005	2006	2007	2008	2009
	White	Fatal	3	3	1	2	2
		Serious	32	42	18	30	25
		Slight	202	187	134	146	239
	Dark European	Fatal	0	0	1	0	0
		Serious	8	13	6	12	14
		Slight	131	95	78	62	151
	Afro-Caribbean	Fatal	0	3	0	0	1
		Serious	17	27	10	9	18
		Slight	126	142	112	90	139
	Asian	Fatal	1	0	0	0	0
		Serious	5	4	1	3	4
		Slight	34	38	16	36	51
	Oriental	Fatal	0	0	0	0	0
		Serious	2	1	1	0	0
		Slight	8	4	8	5	8
	Arab	Fatal	0	0	0	0	0
		Serious	2	0	0	0	1
		Slight	5	1	1	3	2
	Unknown	Fatal	3	2	2	1	3
		Serious	21	22	38	23	30
		Slight	206	301	362	321	241

3.3 Barriers

Unfortunately little monitoring of equalities groups and their transport has taken place in the past. Therefore it was not possible to highlight any disadvantaged members of the community within disability, religion and sexual orientation groups. To remedy this problem, an increased level of monitoring will have to take place. Also a large proportion of KSIs within the STATS19 dataset, especially ethnicity were recorded as unknown. As a result a true profile of casualties in Haringey could not be built up.

4.0 Assessment of Potential Impacts of LIP Objectives on Equality Strands

LIP Objective	Age	Disability	Gender	Ethnicity	Religion/ Culture	Sexual Orientation	Commentary
Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough.	P	P	P	P	P	P	This objective will benefit all members of the community.
Ensure Haringey's transport network can accommodate increases in travel demand by increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.	P	P	P	P	P	P	This objective will benefit all members of the community.
Tackle traffic congestion by reducing car usage through measures which promote alternatives to private car ownership and	P	N Some modes of sustainable transport may be unsuitable for certain disability groups.	P	P	P	P	Measures to reduce congestion will benefit all members of society. Although it should be remembered that sustainable

modal shift towards sustainable forms of transport.							less accessible for some groups.
Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.	P	P		P Those of Black and Asian ethnicity are important target groups.	P	P	Reducing perceived fear of crime will encourage the use of sustainable transport for all groups. Although some groups may have safety concerns.
Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.	P The young and old have been identified as particularly at risk of being killed or injured on Haringey's roads.	P	P Male residents have been identified as particularly at risk of being killed or injured on Haringey's roads	P	P	P	This objective will benefit all members of the community. With particular emphasis on those that have been identified as at risk.
Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and	P	P	P	P	P	P	All residents of the borough will benefit as increased access to employment will reduce deprivation.

Tottenham Hale.							
Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of low carbon transport alternatives.	P The young and old are traditionally at risk from emissions. Therefore this policy will benefit them.	P This objective will particularly benefit those with respiratory problems.	P	P	P	P	Reducing Co2 emissions will benefit all members of society. It is also an aim of the Mayor's transport strategy.
Reduce crime, the fear of crime and anti-social behaviour on all modes of transport through Haringey.	P	P	P	P	P	P	Reducing the fear of crime will encourage all members of society to utilise sustainable modes.
Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.	P The young and old are traditionally at risk from emissions. Therefore this policy will benefit them.	P This objective will particularly benefit those with respiratory problems	P	P	P	P	This objective will benefit all members of the community. Especially those at risk from pollutant emissions.
Improve the condition of principal roads and footways within the borough and increase	P Improved safety for the elderly who may have mobility issues.	P Improving road and footway condition will have positive impacts for	P	P	P	P	Improving the condition of the highway and footways will benefit all members of society. As

satisfaction with the condition of the network.		those with visual and mobility impairments.					well as those likely to have reduced mobility.
---	--	---	--	--	--	--	--

P = Positive impact

N = Neutral impact



5.0 Assessment of Potential Impacts of LIP Programme on Equality Strands

Lip Programme 2011/12 to 2013/14	Age	Disability	Gender	Ethnicity	Religion/ Culture	Sexual	Commentary
Green Lanes Corridor, Harringay and St Ann's Neighbourhood – study undertaken in 2010/11 to provide scheme detail for holistic treatment of Green Lanes and adjacent neighbourhoods, focusing on accessibility improvements to urban realm & public transport, traffic management, road safety, cycling and pedestrian access with the aim of supporting the town centre and encouraging sustainable travel.	P	P	P	P	P	P	This objective will benefit all members of the community.
Tottenham gyratory complementary measures [Tottenham Hale neighbourhood + Tottenham Green neighbourhood inc. Town Hall Approach Rd/Tottenham Green]. - Linking pedestrian, cycling and public transport accessibility improvements from surrounding residential and industrial areas, and Tottenham High Road. Including raising Town Hall approach to create one level access. Incorporate principal road maintenance.	P	P	P	P	P	P	This objective will benefit all members of the community. Especially those that reside in Tottenham Hale and Tottenham Green.
Wood Green High Road from north of station to borough boundary	P	P Improved mobility and	P	P	P	P	Public realm improvements benefit all.

<p>scheme]. Completion of works including footway resurfacing, bus stop accessibility improvements, pedestrian accessibility measures, de-cluttering, improved street furniture, cycle parking and better street lighting.</p>							vulnerable members of the community.
<p>Seven Sisters Neighbourhood - Accessibility improvements to urban realm for pedestrians, cycling & public transport. Include footway enhancement and additional road safety/ traffic calming measures (identified from previous 20mph zone implementation).</p>	P	P	P	P	P	P	Public realm improvements benefit all. Especially vulnerable members of the community.
<p>North Tottenham neighbourhood [linked to proposed Spurs dev.] Accessibility improvements to urban realm for pedestrians, cycling & public transport. Inc. Legible London signage.</p>	P	P	P	P	P	P	Public realm improvements benefit all. Especially vulnerable members of the community.
<p>Local safety scheme programme – to be developed from accident data analysis study (to be completed in mid August). The analysis will identify locations for broad interventions such as specific local safety measures and area wide traffic management measures such as 20mph zones. Programme will focus on reducing accident stats for vulnerable road users [pedestrians, cyclist, powered two wheeler and child].</p>	P Specific objective to reduce child casualties.	P	P	P	P	P	Safety improvements will improve the entire community's quality of life. In particular those identified as vulnerable.
<p>Local cycle routes [LCN and Greenways] – Complete works identified in Crisp study.</p>	P	P	P	P	P	P	Increased cycling has health and congestion reduction benefits.

<p>Biking Borough – Cycle hub in Wood Green. Programme of infrastructure, behavioural & promotional measures focused around Wood Green/ Turnpike Lane centres (circa 2km catchment area). Plus borough wide measures inc. parking, health referral, network development + community schemes (based on content of biking borough strategy).</p>	P	P	P	P	P	P	Increased cycling has health and congestion reduction benefits.
<p>Cycle training [school and individual] Continue programme of on road cycle training for school children and individuals.</p>	P School children are a particular target group.	P	P	P	P	P	Cycle training will benefit all those that request it.
<p>Car club expansion – expansion to 130 bays by 2012.</p>	P	P Special arrangements are in place to facilitate the needs of disabled drivers.	P	P	P	P	All members of the community will benefit from reduced congestion and pollution.
<p>Electric charging points – Implementation of on street & public car parking charging points. Target of 48 charging points by 2015.</p>	P	P	P	P	P	P	All residents of the borough will benefit from reduced pollution.
<p>DIY streets – Projects to develop innovative traffic calming, home zone type measures. Incorporates working with the local community to identify, design and develop the physical measures as well as encouraging residents to adopt sustainable travel behaviour.</p> <p>Langham Road area. (2011-2012) Encompassed by West Green Road, Belmont Road, Westbury Avenue and Langham Road. Contract of £135K for</p>	P	P Any safety concerns will be addressed during the design process.	P	P	P	P	DIY streets will give local residents a greater say over the design of their street. Traffic calming measures will improve safety for all members of society.

<p>Sustrans to do consultation/initial design). Final design done in house. Final design and implementation will be completed by the Council in 2011/12. Cost £400K.</p> <p>Hornsey area (2011-2013). Incorporating area between Park Road, Tottenham Lane and Hornsey High Rd/ Priory Road. (to compliment CPZ proposals for 2012-13).</p> <p>Noel Park Estate – commence 2013/14</p>							
<p>Cycle parking [estate and on street]</p>	P	P	P	P	P	P	<p>Increased cycling has health and congestion reduction benefits.</p>
<p>Smarter travel</p>							
<p>Behavioural change measures – Community work & personalised travel planning measures inc. promoting sustainable/carbon efficient private car use – to compliment measures delivered through neighbourhoods/corridors. Fund sustainable transport advisor posts – based on Participation team project.</p>	P	P	P	P	P	P	<p>The environmental and social effects of sustainable travel will benefit all.</p>
<p>School travel planning & ETP School travel planning & Education, Training, Publicity (ETP):</p> <p>Programme to promote sustainable modes of travel as identified by actions in 'Sustainable modes of travel to school'.</p> <ul style="list-style-type: none"> • Targeting Schools with highest modal share for car trips. 	<p>P Children of school age will benefit from health improvements and reduced risk of being involved in a casualty accident.</p>	P	P	P	P	P	<p>School children will be the main beneficiaries. Although all members of the community will gain from reduced congestion.</p>

- Encourage uptake of cycling to school to address unmet demand.
- Maintain sustainable travel behaviour of secondary school children.
- Road safety and accident prevention education, training and awareness.

2 full time School Travel Plan advisor posts

Monitoring and Evaluation

This is used to support schools with re-writing Travel Plans and reviewing them. This includes staff cover for all schools (we take into account all our schools as they now have approved STP's), INSET or workshops, and additional resources to support the schools.

Smarter Travel News Letter

Newsletters to be produced by Road Safety and School Travel Team. To include news and information about Road Safety and School Travel projects and to be aimed to Children and Teaching Staff. One newsletter will be dedicated to primary schools and the other to secondary schools.

Signs/Lines Replacement and Minor Works

To be allocated to schools requesting small measures such as installing lines and signage outside the school building. Also to cover small engineering

schemes such as kerb realignment and footway resurfacing.

Small Grants Scheme

To be allocated to school requiring funding to implement measures set out in their School Travel Plan action plan.

Walk to School Week – October and May

Funding to promote Walk to School Week in May and October

Walk on Wednesday

A scheme to promote and reward pupils that walk to school. This should also include Road Safety Education to complement the scheme.

Transition Project – Upgrade

Funding for year 5 of the Transition pack Scheme aimed at year 6 (key stage 2)

National Bike Week

Increase in number cycle journeys to and from school to support events such as the Wheely Great Treasure Hunt and National bike Week Competitions.

Theatre in Education

Influencing behaviour change through theatre performances and workshops.

Film project

A film project to follow on from Busology to promote good behaviour on public transport. This should complement Key Stage 3 and 4 national curriculum programmes.

Targeted Schools

To work with schools that have high car usage or located in specific locations, which tie in with existing neighbourhood schemes.								
Sub regional workplace travel planning. Borough contribution to NLTF for workplace travel planning post.	P	P	P	P	P	P	P	The aims of workplace travel plans have wide ranging benefits.
Travel awareness- Sustainable transport/efficient car usage promotional activities & merchandise for events inc Green Lanes Festival (biennial), Green Fair, Lordship Rec Festival, St. Anne's Hospital and other community events. Inc. doctor bike sessions and support for community projects.	P	P	P	P	P	P	P	The environmental and social effects of sustainable travel will benefit all.
Shopmobility scheme	P	P	N	N	N	N	N	This scheme is primarily aimed at the elderly and disabled.
Local transport projects - Innovative community projects to encourage sustainable/ carbon efficient travel behaviour.	P	P	P	P	P	P	P	The environmental and social effects of sustainable travel will benefit all.
Maintenance								
Principal road	P Improved highway condition particularly benefits the young and old.	P Those with mobility and visual impairments will gain from improved highway condition.	P	P	P	P	P	Improved highway condition will benefit all, especially vulnerable members of society.
Bridges	P	P	P	P	P	P	P	Improved network condition will

								benefit all, especially vulnerable members of society.
Major scheme								
Wood Green High Road	P	P	P	P	P	P	P	Wood Green High Road area based scheme will benefit the entire Haringey community. Improving the public realm and public transport accessibility.

P = Positive impact

N = Neutral impact

A = Adverse impact

6.0 Consultation

The information gathered during the consultation process is used to assess whether there is, or is likely to be, a differential impact, whether direct or indirect, upon the relevant group (or groups). There is also the potential to assess unmet needs (gaps in service provision) and transport related requirements of any of the target groups.

If an adverse effect on any of those groups can be identified, department heads will need to assess whether the policy is unlawfully discriminatory, taking into account that some policies are intended to increase equality of opportunity by requiring or permitting positive action, or action to redress disadvantages. They will then have to decide how to ensure that the Council acts lawfully;

Even if the policy/strategy is not unlawful, the department concerned will need to consider what actions are possible within legislative boundaries in light of any adverse impact identified;

People invited to participate in any consultation exercise will have needs regarding information i.e. notification, attendance; expectations of role, and benefit to them, their organisation and or the Council of contributing to the consultation process;

The following questions have been used in guiding consultation:

- What individuals are or are likely to be directly affected by the strategy/objective?
- What relevant groups have a legitimate interest in this strategy?
- How do we ensure that those affected by or with a legitimate interest in the policy are consulted?

- How will information be made available to those consulted?
- Will the information be accessible to minority groups such as those with disabilities and ethnic minorities?
- What barriers exist to effective consultation with each of the groups / bodies / persons identified above?
- What measures can be taken to facilitate effective consultation in light of any barriers – have you booked an accessible venue, is it scheduled to start at a time that is convenient ?
- Have previous attempts at consultation with particular groups been unsuccessful? If so, why, and what can be done to overcome any obstacles?
- Are resources available to encourage full/wider participation?

Consultation takes different forms, for example children, elderly people, people with disabilities and persons with dependants cannot all be consulted in the same way, different approaches may be necessary. It is important to seek the advice of representative groups and relevant agencies to ensure that the most affected individuals and groups are helped to engage in the process. Steps to minimise the impact of consultations have been taken with other departments to coordinate activities including press advertising, use of ongoing dialogue, purposefully focusing consultations on a number of affected groups.

Amongst the various consultative mechanisms, face-to-face, expert or general meetings are used. **In consultation meetings, organisers are giving consideration to an array of practical issues, including the following:**

- Is the venue wheelchair accessible?
- Are there loop/signing/other facilities for people with varying disabilities?
- Are the acoustics generally good?
- Is it clear that people can bring and use advocates?
- In complex buildings, is there a meeting and guiding service for those requiring it?
- Have arrangements been made and individuals trained to deal with emergency evacuations?
- Is the meeting in an area which will result in people of one community feeling uncomfortable about attending?
- Has access to and from the meeting also been considered?
- Will the target audience feel comfortable? For example, does the venue have a reputation for being 'gay unfriendly'?
- Will the arrangements for chairing and organising reflect this hospitality? For example, young people may come to a school to discuss youth problems but they may not find it easy to talk freely if teachers are running the session.
- Are the venues flexible enough to allow larger/smaller group discussions?
- Are the venues accessible to public transport, and if not can alternative transport arrangements be made? For example, for people with mobility impairments or for people with dependants and/or on low income.

- Depending on the issue under discussion, are the venues geographically spread, or are they overly concentrated in urban centres?
- Are crèche facilities available?
- Are interpreters needed?

Written documents are made available to participants that as far as possible:

- Use plain English and be jargon-free;
- Convey specialist information in as simple a format as possible. For example, there will be occasions when documents need to include detailed statistics or specialised information. Such material should be translated into a format which enables non-experts to engage with the process;
- Include an executive summary;
- Offer the text in languages other than English and in disability-friendly formats (for example, Braille, audio-tape, large type, etc.);
- Be relayed in newspapers, magazines and other material that is likely to be read by participants. This would include minority language publications and magazines published by the voluntary sector;
- Depending on the targeted audience, the documentation could be accompanied by alternative formats other than print (for example, videos, role-play formats) and advice on possible discussion formats;
- Where appropriate, include specific questions or issues for discussion with particular target audiences. For example, people who have certain disabilities may not find written communication effective; and
- Personal/individual communication may be needed and should not be seen as something extraordinary, when trying to include people who otherwise could not take part.

6.1 Future consultation

Statutory consultation of the LIP document as a whole will take place in late September 2010, for a period of six weeks. Key stakeholders from the six equalities strands will be consulted; including but not limited to:

- Haringey Mobility Forum
 - The Council has had a Mobility Forum for several years which meets to consider mobility issues for people with limited mobility and this included disabled and elderly people. Although the intention was that this group would also cover parents with young children and young people, it never managed to attract representation from these groups. This group has now been amalgamated into the Transport Forum which was established in 2009. Part of the Transport Forum's role is to act as a consultative forum on transport issues. However, representation at the Transport Forum so far has not been representative of Haringey's diverse population.
- Haringey Woman's Forum
 - Haringey Woman's Forum (HWF) is made up of a small number of paid staff and a larger membership of volunteers. It aims to promote the welfare and

needs of women within the Haringey community. This is achieved by conducting consultation exercises and relaying the results to the council.

- Haringey Race and Equality Council
 - Haringey Race and Equality Council is an independent equality body in the Borough of Haringey. Their primary aim is to promote race equality. Recently they have expanded their services to include disability.
- Haringey Lesbian, Gay, Bisexual and Trans-Gender Network (LGBT)
 - Haringey LGBT Network aims to improve the lives of Lesbian, Gay, Bisexual and Transgendered people living, working, learning or socialising in Haringey.
- Age Concern Haringey
 - Age Concern Haringey aims to promote the rights of older people in the community and provide a range of services and support to improve their quality of life.
- Haringey Forum for Older People
 - Haringey Forum for Older People (HFOP) was formed in 2002 and has a membership of around 500. They meet three to four times a year to discuss matters that concern older people in Haringey; allowing them to influence how services are delivered. Transport is of particular interest to its members.

6.2 Monitoring arrangements

There is a legal duty to monitor the actual effects that once adopted a proposal has on the public. Naturally this also includes the six equalities strands that have been identified. The purpose of equalities monitoring is to see how the policy is working in practice and to identify if and where it is producing disproportionate adverse effects; then to take steps to address the effects. Usually equalities monitoring data should be gathered, analysed and reported annually. Any findings should then be reported to the Directorate Management Team and the Equalities Team.

APPENDIX B

LIP Programme 2011/12 to 2013/14

	2011/12	2012/13	2013/14
Corridors / Neighbourhoods			
Green Lanes Corridor, Harringay and St Ann's Neighbourhood – study undertaken in 2010/11 to provide scheme detail for holistic treatment of Green Lanes and adjacent neighbourhoods, focusing on accessibility improvements to urban realm & public transport, traffic management, road safety, cycling and pedestrian access with the aim of supporting the town centre and encouraging sustainable travel.	150 design and consultation	595 implementation	500 implementation
Tottenham gyratory complementary measures [Tottenham Hale neighbourhood + Tottenham Green neighbourhood inc. Town Hall Approach Rd/Tottenham Green]. - Linking pedestrian, cycling and public transport accessibility improvements from surrounding residential and industrial areas, and Tottenham High Road. Including raising Town Hall approach to create one level access. Incorporate principal road maintenance.	60 design and consultation	300 implementation	300 implementation
Wood Green High Road from north of station to borough boundary [completion of 2010/11 scheme]. Completion of works including entry treatments inc. tactile paving, pedestrian accessibility measures, de-cluttering, complete cycle lane.	100 implementation		
Seven Sisters Neighbourhood - Accessibility improvements to urban realm for pedestrians, cycling & public transport. Include footway enhancement and additional road safety/ traffic calming measures (identified from previous 20mph zone implementation).	100		
North Tottenham neighbourhood [linked to proposed Spurs			200

development] Accessibility improvements to urban realm for pedestrians, cycling & public transport. Inc. Legible London signage			
Local safety scheme programme – to be developed from accident data analysis study (to be completed in mid August). The analysis will identify locations for broad interventions such as specific local safety measures and area wide traffic management measures. Programme will focus on reducing accident stats for vulnerable road users [pedestrians, cyclist, powered two wheeler and child].	200	200	200
DIY streets – Projects to develop innovative traffic calming, home zone type measures. Incorporates working with the local community to identify, design and develop the physical measures as well as encouraging residents to adopt sustainable travel behaviour.			
Langham Road area. (2011-2012) Encompassed by West Green Road, Belmont Road, Westbury Avenue and Langham Road. Contract of £135K for Sustrans to do consultation/initial design). Final design done in house. Final design and implementation will be completed by the Council in 2011/12. Cost £400K.	400	0	0
Hornsey area (2011-2013). Incorporating area between Park Road, Tottenham Lane and Hornsey High Rd/ Priory Road. (to complement CPZ proposals for 2012-13).	75	225	100
Noel Park Estate – commence 2012/13 and 2013/14	0	90	220
DIY Streets total	475	315	320
Local cycle routes: Greenways/LCN			
Greenways cycling & pedestrian routes: 1. Implementation the eastern section of Greenways link 03 from Lordship recreation ground to the Lee Valley via Tower Gardens. LIP cost £100K. Implement 2011/12.	100		

<p>2. Implementation of central section of Link 4 between Wood Vale and Alexandra Palace. Funding required to complete this section of the link is £300k.</p> <p>Complete following works identified in CRISP study:-</p> <p>1. Link 78. Traffic calming measures, entry treatments, signage, cycle lanes. Priority to improve path at Cross Lane, Hornsey. £100K funding required from LIP in 2013/14. (Additional £50k obtained from Section 106)</p>	300	100	
Greenways/LCN total	400	100	
<p>Biking Borough – Cycle hub in Wood Green. Programme of infrastructure, behavioural & promotional measures focused around Wood Green/ Turnpike Lane centres (circa 2km catchment area). Inc. works for LCN link 79. Plus borough wide measures inc. parking, health referral, network development + community schemes (based on content of biking borough strategy)</p>	156	147	147
<p>Cycle training [school and individual] Continue programme of on road cycle training for school children and individuals.</p>	100	100	110
<p>Car club expansion – expansion to 130 bays by 2012.</p>	30	20	0
<p>Electric charging points – Implementation of on street & public car parking charging points. Target of 48 charging points by 2015.</p>	30	30	30
<p>Cycle parking [estate and on street]</p>	23	21	21
Sub total	1824	1828	1828
Smarter travel			
<p>Behavioural change measures – Community work & personalised travel planning measures inc. promoting sustainable/carbon efficient private car use – to complement measures delivered through neighbourhoods/corridors.</p>	25	25	25

Fund sustainable transport advisor posts – based on Participation team project. Work with local NHS to support activities arising from Health Checks			
<p>School travel planning & Education, Training, Publicity (ETP):</p> <p>Programme to promote sustainable modes of travel as identified by actions in 'Sustainable modes of travel to school'.</p> <ul style="list-style-type: none"> • Targeting Schools with highest modal share for car trips. • Encourage uptake of cycling to school to address unmet demand. • Maintain sustainable travel behaviour of secondary school children. • Road safety and accident prevention education, training and awareness. <p>2 full time School Travel Plan advisor posts (£45k x 2)</p> <p>Monitoring and Evaluation This is used to support schools with re-writing Travel Plans and reviewing them. This includes staff cover for all schools (we take into account all our schools as they now have approved STP's), INSET or workshops, and additional resources to support the schools.</p> <p>Smarter Travel News Letter Newsletters to be produced by Road Safety and School Travel Team. To include news and information about Road Safety and School Travel projects and to be aimed to Children and Teaching Staff. One newsletter will be dedicated to primary schools and the other to secondary schools.</p> <p>Signs/Lines Replacement and Minor Works To be allocated to schools requesting small measures such as installing lines and signage outside the school building. Also to cover small engineering schemes such as kerb realignment and footway resurfacing.</p> <p>Small Grants Scheme</p>	<p>90</p> <p>25</p> <p>5</p> <p>10</p> <p>58</p>	<p>90</p> <p>25</p> <p>5</p> <p>10</p> <p>68</p>	<p>90</p> <p>25</p> <p>5</p> <p>10</p> <p>48</p>

To be allocated to school requiring funding to implement measures set out in their School Travel Plan action plan.			
Walk to School Week – October and May Funding to promote Walk to School Week in May and October	5	5	5
Walk on Wednesday A scheme to promote and reward pupils that walk to school. This should also include Road Safety Education to complement the scheme.	25	25	25
Transition Project – Upgrade Funding for year 5 of the Transition pack Scheme aimed at year 6 (key stage 2)	35	35	35
National Bike Week Increase in number cycle journeys to and from school to support events such as the Wheely Great Treasure Hunt and National bike Week Competitions.	10	10	10
Theatre in Education Influencing behaviour change through theatre performances and workshops.	15	15	15
Targeted Schools To work with schools that have high car usage or located in specific locations, which tie in with existing neighbourhood schemes.	30	40	40
Junior Citizens	15	15	15
Motorcycle campaign	15	0	0
Child pedestrian training	45	45	45
ETP campaign support materials	10	10	10
Future ETP projects	0	15	15
STP/ETP total	418	438	418
Sub regional workplace travel planning. Borough contribution to NLTF for workplace travel planning post.	25	25	25
Travel awareness- Sustainable transport/efficient car usage	50	30	50

promotional activities & merchandise for events inc Green Lanes Festival (biennial), Green Fair, Lordship Rec Festival, St. Ann's Hospital and other community events. Inc. doctor bike sessions and support for community projects.			
Accessibility scheme	40	40	40
Sub total	533	533	533
Local transport projects – Innovative community projects to encourage sustainable/ carbon efficient travel behaviour.	100	100	100
Sub total	2457	2461	2461
Maintenance			
Principal road	472	472	472
Bridges	337	1,729	395
Sub total	809	2201	867
Major scheme			
Wood Green High Road	100 scheme development	1400 implementation	1400 implementation
Overall total	3366	6062	4728