



Transport Strategy 2018

Draft for Public Consultation

Haringey
LONDON

Foreword



Transport plays a pivotal role in our daily lives. Haringey is one of London's best connected boroughs and the transport network is used by our residents and businesses, and by people from across the City and beyond –

either passing through or interchanging at a station or bus stop.

The Council's Corporate Plan sets out a vision for how we want to support a healthier and better quality of life for residents and local businesses. Delivery of this transport strategy is a key component in achieving many of the Plan's objectives. We want to greatly improve how our transport system works to support our aspirations for much needed new housing and jobs in the borough as well as promoting healthier forms of travel such as walking and cycling, thereby reducing carbon emissions and improving air quality.

Working more closely together with internal and external partners, especially London Mayor, will form a critical element to successful delivery of this strategy.

A handwritten signature in black ink, reading 'Claire Kober'.

Cllr Claire Kober
Leader of the Council





Haringey is a place of great opportunity with enormous potential for growth – a growing economy, more and better housing and flourishing communities. The Council has set clear ambitions through its Corporate Plan 2015-2018 to make Haringey a better place to live, through encouraging investment and creating opportunities that all can share in.

We believe that transport has a key role to play in enabling us to achieve our wider goals for the borough:

- ➔ Enabling growth, focussed in our key growth areas, attracting investment to the borough through a more connected and accessible transport system that makes Haringey an attractive place to do business
- ➔ Improving the health and well being of our residents and enabling them to lead healthy, long and fulfilling lives, through encouraging more active travel choices
- ➔ Taking advantage of growth, and reducing inequality, through a transport system that connects residents to jobs and opportunities across the borough and in the wider region
- ➔ Connecting communities, work places, and high streets
- ➔ Managing the impact of growth, reducing carbon emissions across the borough, through promoting greener travel options
- ➔ Creating a more liveable environment where people are proud to live and work, through clean, well maintained and safe streets
- ➔ Supporting a more fair and equal borough through development of a more accessible transport system

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

Our vision will be achieved through four outcomes:

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

This Strategy provides the overarching high level statement of our ambitions for transport and highlights our key commitments over the next 10 years. The detailed actions of our key programmes and proposals are set out in a series of associated 'action plans' which will outline how the ambitions will be achieved. The proposed Action Plans which will follow the adoption of this strategy are:

- ➔ Walking and Cycling Action Plan,
- ➔ Parking Action Plan,
- ➔ Sustainable Transport and Travel Action Plan; and
- ➔ The Local Implementation Plan.

These Plans will outline actions and set targets to help deliver the Outcomes listed in Section 4 of this Strategy.



a) Strategic context

Haringey's transport system does not operate in isolation but is part of a wider regional and sub-regional network connecting people to jobs and services across London and beyond. Many of the transport challenges we face cross borough boundaries. The Mayor's Transport Strategy (MTS) is a statutory document developed alongside the London Plan and Economic Development Strategy. It sets out the Mayor's transport vision and describes how TfL and its partners, including the London boroughs will deliver that vision.

The Mayor has published his strategy document "A City for all Londoners" which outlines the capital's top challenges and opportunities across priority policy areas, as well as the changes that City Hall wants to deliver over the next four years.

His transport priorities include:

- ➔ reducing traffic, encouraging walking and cycling in "Healthy Streets" and by introducing more Quietways and Cycle Superhighway.
- ➔ Using transport infrastructure as a catalyst for growth such allowing higher density development near stations and in town centres.
- ➔ Better bus services to town centres are planned with more low emission buses running.
- ➔ Further devolution of rail services including the Great Northern services through Alexandra Palace.
- ➔ With greater pressure on road space from population and employment growth, innovative ways of managing this by time and purpose at different times of the day are proposed.
- ➔ Improvements to the reliability of the existing road capacity.
- ➔ Improving Air quality.
- ➔ The delivery of Crossrail 2.

- ➔ On road safety the Mayor will adopt a "Vision Zero" approach which puts reducing road danger at its centre.

On 21st June the Mayor of London published a draft of the MTS for public consultation. The document sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The draft MTS puts people's health and quality of life at the very heart of planning the city's transport, key a theme of the Haringey draft Transport Strategy vision.

The three key themes of the new draft MTS are:

- 1. Healthy Streets and healthy people** - Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
- 2. A good public transport experience** - Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.
- 3. New homes and jobs** - More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

A three month consultation has begun with the final MTS being published in the autumn 2017. This will enable the Local Implementation Plan – which details how Council will deliver the MTS at a local level - to be developed by late 2018/early 2019.

b) North London context

The North London sub-regional Transport Plan identified a number of challenges:

Challenges in every sub-region:

- Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners
- Transform the role of cycling and walking in the sub-region
- Meet CO₂ targets
- North London specific challenges:
- Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lee Valley
- Enhance connectivity and the attractiveness of orbital public transport
- Relieve crowding on the public transport network
- Improve access to key locations and jobs and services
- Manage highway congestion and make more efficient use of the road network

c) Local Context

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.

Haringey 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.

Haringey's current population is estimated at about 256,000. By 2026 it is anticipated that the population will have increased to over 293,700, an increase of nearly 15%. 75% of the planned housing growth would be within the growth areas of Tottenham and Wood Green. Haringey has a young population with a high birth rate. The population is set to increase across all age groups with the exception of the 65-74 age group which is expected to decrease slightly as a proportion.

Linked to the increase in population is the increased need for more housing. The Mayor's London Plan sets out a requirement for Haringey to deliver more than 1500 homes a year from 2015 to 2025, almost double the previous target of 820 homes. This increase in population and housing will put considerable strain on transport and other infrastructure particularly in the growth areas of Tottenham and Wood Green.

The Haringey Challenge:

→ **Population growth** – Haringey's population is forecast to grow by 15% over the next 10 years, from 256,000 to 294,000, resulting in significant pressure on the existing transport network;

- **Capacity and connectivity** – despite excellent transport links, at peak times the tube, rail and buses serving the borough are very crowded, and the lack of orbital connections hinders access to employment areas outside of the CBD. Both also impact on the attractiveness of Haringey for business and leisure;
- **Congestion and competition** – there is competing demand for the available road space for different road users from vehicles, buses, parking, servicing, cycling and pedestrians. Congestion leads to longer travel times, perceptions of user safety, and environmental impacts with respect to noise and pollution;
- **Quality of the transport network** – poor quality pavements, potholes, a lack of signage or facilities, stations only accessible by stairs, and poorly laid out or confusing junctions, impact on people's quality of experience and perceptions about safety and accessibility;
- **Air quality and noise** – road transport contributes significantly to poor air quality and pollution levels that impact on health and on climate change. The main source of ambient noise experienced by residents is from road traffic; and
- **Parking pressures** – the reliance car use to access employment or services, and the growth of households with multiple cars, is having a significant impact on urban and residential amenity. There is also the perception that high levels of customer parking are needed if town centres are to attract shoppers.





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

Where we want to be in 2026

- ➔ Haringey has a reputation for being a walking and cycling borough both regionally and nationally
- ➔ That more journeys will be taken by walking and cycling than by using a car
- ➔ That active travel will have improved the well being of our residents, reducing obesity and improving air quality
- ➔ To have a high quality accessible and wheelchair friendly public transport network meeting the needs of Haringey residents, visitors and businesses.

To achieve these outcomes we will work with key partners such as the government, GLA, TfL, private sector developers, public transport operators, Network Rail and the voluntary sector.

Our vision will be achieved through four outcomes:

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

Outcome 2 - Active travel the easier choice, with more people choosing to travel by walking or cycling

Outcome 3 - An improved air quality and a reduction in carbon emissions from transport

Outcome 4 - A well maintained road network that is less congested and safer

Outcome 1

A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions for the borough

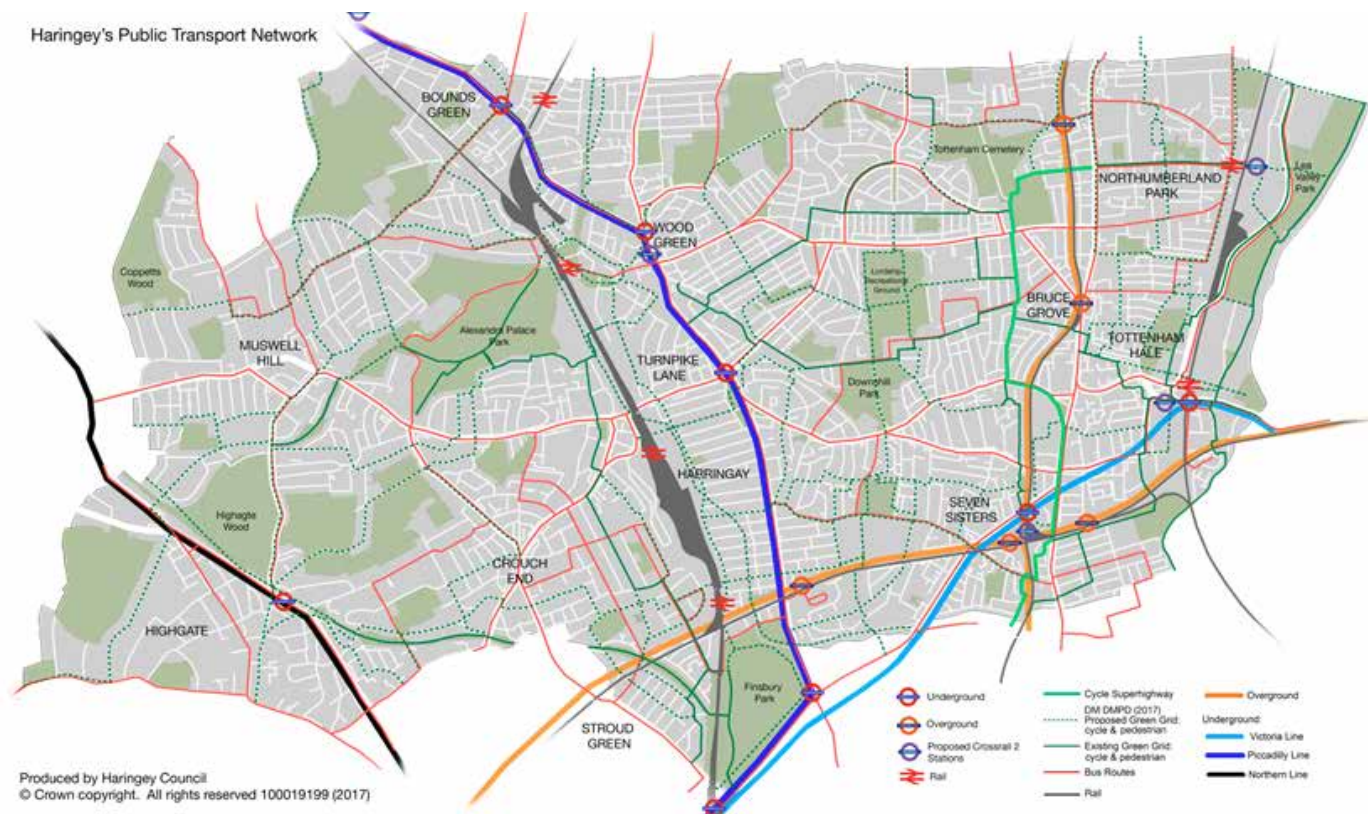
Rationale

Investment in strategic transport infrastructure is essential if Haringey and London as a whole is to meet the challenge of the predicted huge increases in population and jobs in the next decade.

We are required to deliver significant increases in jobs and particularly housing over the next 10 years. The Mayor expects Haringey to deliver at least 15,000 homes over the next 10 years. Our growth aspirations for Tottenham is planned to deliver 10,000 new homes. In Wood Green we seek to deliver a minimum of 4,600 new residential units and a minimum of 1,500 new jobs between 2016 and 2026. 5,000 extra jobs are expected to be created in the new retail development at Tottenham Hale. Overall jobs are expected to increase in Haringey by about 17,000 between 2011 and 2031.

Greater capacity is needed on the public transport network to help us to deliver our regeneration plans for the Borough.

Figure 1 below shows Haringey's public transport geography



Key facts

The public transport network is already under strain in peak periods. Both the Victoria and Piccadilly lines are very crowded from Finsbury Park towards central London. The Barking Gospel Oak line suffers from significant crowding. Similarly there is standing room only on national rail lines towards Tottenham Hale and Seven Sisters.

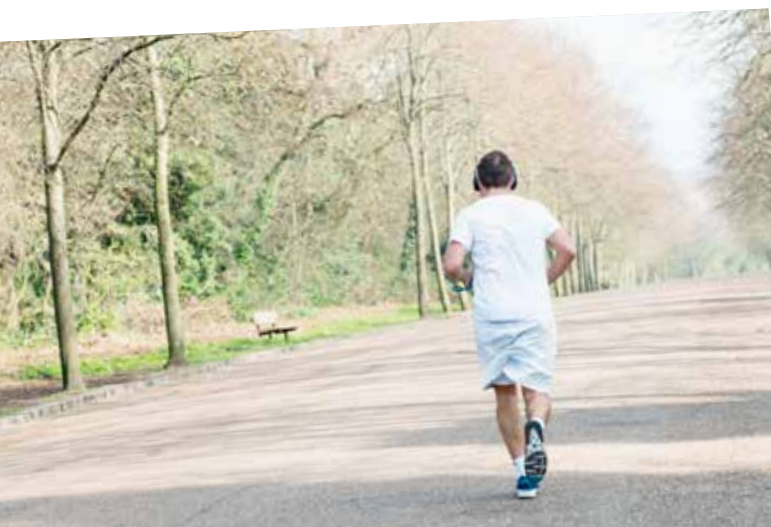
Priorities

- ➔ To increase connectivity, capacity and accessibility on our road and public transport networks to support our regeneration and growth ambitions for businesses, housing and jobs
- ➔ To work with partners to maximise investment in

our road and public transport networks

Delivery Plans

- ➔ 'A Plan for jobs, growth and prosperity' The Haringey Economic Development and Growth Strategy
- ➔ The Haringey Adopted Local Plan July 2017
- ➔ The Haringey Local Implementation Plan
- ➔ Walking and Cycling Action Plan,
- ➔ Parking Action Plan,
- ➔ Sustainable Transport Action Plan.



Outcome 2

Active travel the easier choice, with more people choosing to travel by walking or cycling

Rationale

Cycling and walking are an integral part of our ambitions to create a more attractive and accessible borough, contributing to improved local air quality, better access to local shops and services and a healthier local population.

By promoting these more sustainable modes of travel it can contribute to reducing the need to use motor vehicles. Although many road based journeys are not feasible on foot or by cycle, there is enormous scope for more cycling and walking in the borough.

The availability of parking and providing an alternative means of using private cars can support more walking and cycling.

Key facts

- ➔ 56% of adults, 37% of 10/11 year olds and 23% of 4/5 year olds are overweight or obese
- ➔ Over 26% of the population in Haringey are physically inactive
- ➔ 3% of journeys are by cycle and 37% by walking
- ➔ Just under 40% of vehicle movements in Haringey could be replaced by cycling

Priorities

1. To get more people to choose walking, cycling and public transport as means of travel by:
 - ➔ making Haringey one of the most cycling and pedestrian friendly boroughs in London
 - ➔ managing parking demand and provision on the borough's road network
2. To deliver our health ambitions by:
 - ➔ promoting active travel
 - ➔ increasing the use of electric vehicles and car sharing schemes
 - ➔ reducing overall vehicle movements

Delivery Plans

- ➔ Sustainable Transport Action Plan.
- ➔ Cycling and Walking Plan
- ➔ Parking Plan
- ➔ The Haringey Health and Wellbeing Strategy 2014-2018

Outcome 3

An improved air quality and a reduction in carbon emissions from transport

Rationale

Data from the GLA shows that around 9,400 deaths in London a year are attributable to air quality related illnesses. Air pollution also impacts on the lung functions of the young and can cause birth defects. Other GLA analysis shows the health effects of air pollution fall disproportionately in the most vulnerable and deprived communities such as Tottenham. Among the top 10% of London's most deprived areas half have NO₂ levels exceeding legal limits.

It is widely recognised that CO₂ emissions contribute to global warming and climate change. Global warming is expected to lead to flash floods from heavy downpours, hotter summers with the risk of drought and water shortages, damaged ecosystems and on transport infrastructure buckled rails from heat, leading to travel delays.

Key Facts

Road transport is a major source of nitrogen dioxide [NO₂] and PM 10 emissions. 50% of NO₂ and 50% of PM10 emissions are from road transport. 10% of NO₂ emissions alone are from TfL buses. Diesel cars are responsible for 12% of NO₂ emissions. The map opposite shows the worst air quality is on the main road corridors.

In Haringey road based transport accounts for 18% of CO₂ emissions.

Priorities

- To improve air quality by pursuing projects and programmes to reduce vehicle use, particularly diesel powered vehicles
- To support alternative means of transport to motor vehicles such as through behavioural change programmes
- To reduce the need to travel by linking transport and land use planning
- To support the use of electric/hybrid vehicles

Delivery Plans

- ➔ Air Quality Action Plan
- ➔ Sustainable Transport Action Plan
- ➔ Walking and Cycling Action Plan
- ➔ Parking Action Plan
- ➔ The Haringey Local Plan adopted July 2017

Outcome 4

A well maintained road network that is less congested and safer

Rationale

Congestion is a key issue for our main road network, particularly at key hotspots such as town centres. Traffic congestion has a detrimental effect on the quality of life for many Haringey residents, contributing to health concerns arising from poor air quality and noise.

Traffic speeds are sometimes too fast in our residential and local shopping streets. This can stop more people walking and cycling and can increase the number and severity of accidents. Research shows that there will be fewer accidents, and they will be less severe, if traffic is moving at 20mph rather than 30mph or faster. Many residential areas in the Borough suffer from freight vehicles rat running along unsuitable roads, causing noise and pollution for residents.

Poor footway surfaces can deter more walking. Similarly pot holed roads are dangerous for cyclists and can cause damage to all vehicles.

Key facts

- ➔ Although the overall volume of vehicle traffic on major roads decreased by 16% between 2000 and 2014 there are delays at key junctions particularly in Tottenham and Wood Green areas

- ➔ Road user casualties are above our targets for both killed and seriously injured and for all casualties
- ➔ About a quarter of Haringey's road casualties occur on the TfL road network
- ➔ On the main road network in the morning peak traffic speeds are typically only 10mph on average with buses caught up in the slow moving traffic.

Priorities

- ➔ To maintain and enhance our road network, making it best in class in London
- ➔ To reduce road user casualties, especially among children, pedestrians, cyclists and other vulnerable road users
- ➔ To minimise the use of our back streets as 'rat runs'.
- ➔ To reduce the speed of road traffic in residential areas and shopping streets

Delivery Plans

- ➔ Highways Asset Management Plan
- ➔ Road Safety Plan
- ➔ Sustainable Transport Action Plan
- ➔ The Haringey Adopted Local Plan July 2017
- ➔ The Haringey Local Implementation Plan



4 Delivery

This Strategy will be delivered through the Action Plans and the Local Implementation Plan (LIP) listed in Section 1 above. This approach will allow for detailed and focused discussions and engagement on the key transport challenges facing Haringey and a mechanism for adopting tailored responses to meeting these challenges.

The Council will work collaboratively with neighbouring boroughs, TfL, the Government, infrastructure providers, stakeholders, residents and others to ensure the sustainable delivery of the Strategy outcomes.

A process of monitoring performance and reporting will be carried out to ensure delivery is on track.

The timetable for delivery

Public Consultation on the Draft Transport Strategy (6 weeks consultation)	November – December 2017
Adoption of the Transport Strategy	Winter/Spring 2018
Public Consultation on: Cycling and Walking Action Plan Parking Action Plan Sustainable Transport and Travel Action Plan	Summer 2018
Adoption of: Cycling and Walking Action Plan Parking Action Plan Sustainable Transport and Travel Action Plan	Winter 2018/19



Your Chance to Comment

We would welcome your comments on our proposed Transport Strategy.

Consultation runs from XXX to XXX

You can view the documents

- XXX
- XXX