

Draft Local Implementation Plan – Table of Contents

Table of Contents		Page
Chapter 1	Local socio/demographic contexts	1-1
Chapter 2	Local Transport Context	2-1
Chapter 3	Haringey Transport Strategy	3-1
Chapter 4	Equality Impact Assessment	4-1
Chapter 5	LIP proposals for MTS priority areas	5-1
5.0	Introduction	5-1
5.1	Improving road safety	5-1
	School Road Safety	5-2
	20 mph Zones	5-15
	Home Zones	5-15
5.2	Improving Bus Journey Times and Reliability	5-19
	5.2.1 Bus Priority Programme	5-47
5.3	Relieving traffic congestion and improving journey time reliability	5-51
	5.3.1 Congestion Hotspots	5-57
	5.3.2 Parallel Initiatives	5-67
5.4	Improving the working of parking and loading arrangements	5-73
5.5	Improving accessibility and social inclusion	5-75
	Door to Door Transport	5-83
	Access to Rail Stations	5-100
	Bus Stop Accessibility	5-117
5.6	Encouraging walking	5-133
	Haringey Walking Plan	5-151
	Programme for Implementation of Walking Plan	5-161
5.7	Encourage cycling	5-167
	Cycling Action Plan	5-179
	Programme for Implementation of Cycling Plan	5-194
5.8	Bringing transport infrastructure to a state of good repair	5-199
5.9	Town Centres	5-210
5.10	Travel Awareness	5-218
5.11	Regeneration Areas	5-225

Draft Local Implementation Plan – Table of Contents

Chapter 6 Road Safety Plan	6-1
Chapter 7 Parking and Enforcement Plan	7-1
Summary of Parking Plan Policies	7-3
Chapter 8 School Travel Plan Strategy	8-1
Chapter 9 Performance Measures	9-1
Chapter 10 Consultation Results	10-1
Chapter 11 Borough Core Capacity Statement	11-1
Chapter 12 Funding Implications	12-1

Appendices		Appendix
1	Linkages between strategies	-
2	North London Transport Forum Sub Regional Schemes	-
3	Transport Strategy LIP Matrix	3
4	LIP Proposal Delivery Forms	-
5	LIP Proposal Summary Sheet	-
6	Strategic Environmental Assessment	6
7	Air Quality Management Area: Action Plan	7

Figures		
1.1	LB Haringey in the context of Greater London	1-1
1.2	LB Haringey Age Profile	1-2
1-3	Indices of Deprivation	1-3
1-4	Sectors of Employment	1-7
2.1.	Haringey Road Hierarchy	2-3
2.2	Public Transport Accessibility Levels in Haringey Tables	2-6
5.1.1.1	Accident Plot – Killed and Seriously Injured (KSI)	5-3
5.1.1.2	Accident Plot – Pedestrian KSI	5-4
5.1.1.3	Accident Plot – Cyclists – KSI	5-5
5.1.1.4	Accident Plot – Powered Two Wheeler Casualties	5-6
5.1.1.5	Accident Plot – Children KSI	5-7
5.1.1.6	20mph Zones	5-14
5.2.1.1	Busy Bus Routes	5-23

Draft Local Implementation Plan – Table of Contents

5.2.2	Bus routes included and excluded from prioritisation	5-24
5.5.1	Bus Routes and stops in relation to Rail Stations	5-103
5.6.1	Pedestrian Accidents 2001-4	5-140
5.7.1	Cycle Accidents 2001-4	5-175
5.7.2	Existing and Proposed Cycle Routes	5-177
5.9.1	Tottenham Town Centre Enhancement Bid 2005/06	5-213
5.9.2	Tottenham Town Centre Enhancement: BSP Bid 2005/06 in context	5-215
Tables		
1.1	Resident Population Estimates 2003	1-2
2.1	Car Availability – Haringey Households	2-4
2.2	Transport Interchanges in Haringey	2-5
2.3	Planning Obligations	2-9
2.4	Strategic Sites	2-10
3.1	Road Space Allocation Priorities	3-12
5.1.1	2005/6 Borough Spending Plan Schemes	5-9
5.1.2	Road casualty target areas	5-10
5.1.3	Road casualty target areas - Programme for 2006/7 to 2010/11	5-11
5.1.4	Child and Pedestrian Accidents August 2001 to July 2004	5-12
5.1.5	Analysis of Child and Pedestrian Accidents.	5-12
5.1.6	Assessment of Pedestrian Collisions on non TLRN network	5-13
5.1.7	Possible measures on non A-Roads	5-14
5.1.8	School Road Safety - Schemes/Programme for 2005/6 – 2010/11	5-15
5.1.9	20 mph Zones - Schemes/Programme for 2005/6 – 2010/11	5-16
5.1.10	Home Zones Schemes/Programme for 2005/6 – 2010/11	5-18
5.2.1	Bus Route Survey Results	5-25
5.2.2	Bus Problem Locations	5-35
5.2.3	Bus Priority Scheme Identification	5-42

Draft Local Implementation Plan – Table of Contents

5.2.4	Bus Priority Implementation Programme	5-47
5.3.1	Congestion Bottlenecks Summary	5-57
5.3.2	Congestion Bottlenecks Scheme Identification	5-59
5.3.3	Congestion Bottlenecks Implementation Programme	5-63
5.3.4	Bus Priority Schemes Identified for Parallel Initiatives Further Study	5-69
5.5.1	Proposed Improvement for Personal Security	5-81
5.5.2	Outline Action Plan for increased availability of Door to Door to Door Transport	5-97
5.5.3	Improvement to Station Accessibility – Alexandra Palace	5-106
5.5.4	Improvement to Station Accessibility – Bowes Park	5-107
5.5.5	Improvement to Station Accessibility – Bruce Grove	5-108
5.5.6	Improvement to Station Accessibility – Harringay	5-109
5.5.7	Improvement to Station Accessibility – Harringay Green Lanes	5-110
5.5.8	Improvement to Station Accessibility - Hornsey	5-111
5.5.9	Improvement to Station Accessibility – Northumberland Park	5-112
5.5.10	Improvement to Station Accessibility – Seven Sisters	5-113
5.5.11	Improvement to Station Accessibility – South Tottenham	5-114
5.5.12	Improvement to Station Accessibility – Tottenham Hale	5-115
5.5.13	Improvement to Station Accessibility – White Hart Lane	5-116
5.5.14	Summary Programme for Access to Rail Stations	5-117
5.5.15	Bus Stop Accessibility Programmes Implemented During 2004/2005	5-119
5.5.16	Bus Stop Accessibility Scheme Identification	5-121
5.5.17	Bus Stop Accessibility Implementation Programme	5-124
5.6.1	Criterion for Prioritisation of Junction/Pedestrian Refuge Improvements to aid pedestrian movement	5-142
5.6.2	Collision Weightings at junctions considered for pedestrian improvements	5-142
5.6.3	Traffic signal junction audit for pedestrian improvements	5-144
5.6.4	Prioritised list of Junction pedestrian improvements	5-147

Draft Local Implementation Plan – Table of Contents		
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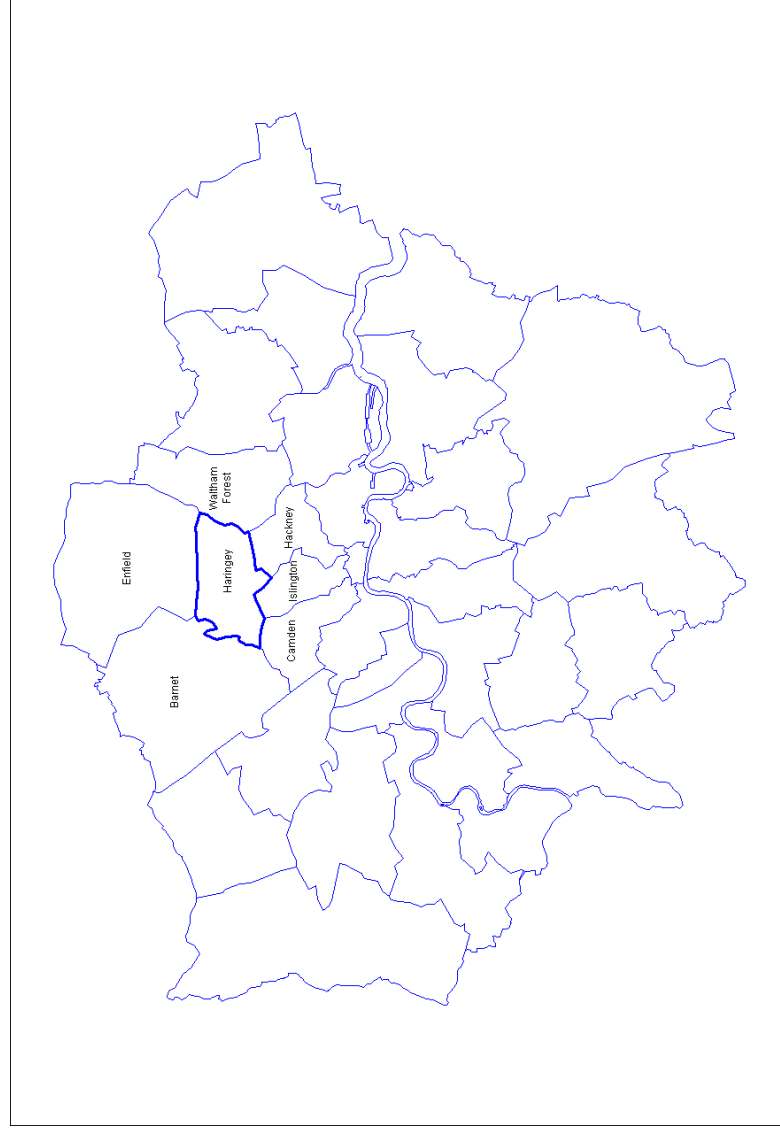
5.7.1	2005/06 LCN Plus and Local Cycle Schemes	5-171
5.7.2	2006/07 LCN Plus and Local Cycle Schemes	5-172
5.7.3	2007/08 LCN Plus and Local Cycle Schemes	5-168
5.7.4	2008/09 LCN Plus and Local Cycle Schemes	5-168
5.8.1	3 year Road Maintenance programme	5-203
5.8.2	Road Maintenance Plan for other Local Distributor Roads and other Roads	5-204
5.8.3	Classified and Non-classified Roads being resurfaced in 2005/06	5-205
5.8.4	Footway Maintenance schemes for 2005/06	5-206
5.8.5	4 year Bridge Maintenance Programme	5-206
5.8.6	Street Lighting Investment Programme	5-209
5.9.1	Scheme for upgrading Tottenham High Road and Stoneleigh Road Car Park and implementation of Park Lane Strategy	5-214
5.10.1	Travel Awareness Programme	5-221
7.1	Haringey Car Ownership Levels	7-6
7.2	Hierarchy of Parking Need	7-9
7.3	Council Owned Off-Street Car Parks	7-14
7.4	Existing Controlled Parking Zones (CPZ)	7-16
9.1	Haringey Performance Indicators	9-1
11.1	Haringey Borough Core Capacity Statement	11-1
12.1	Summary of LIP Funding	12-1

1.1. Introduction

1.1.1. The London Borough of Haringey is located in north London. The borough covers 11.5 square miles and comprises three principal centres of Tottenham, Wood Green and Muswell Hill. It is predominantly residential in character with some industry in the east of the borough.

1.1.2. The Borough is bounded by the boroughs of Barnet, Enfield, Waltham Forest, Hackney, Islington and Camden.

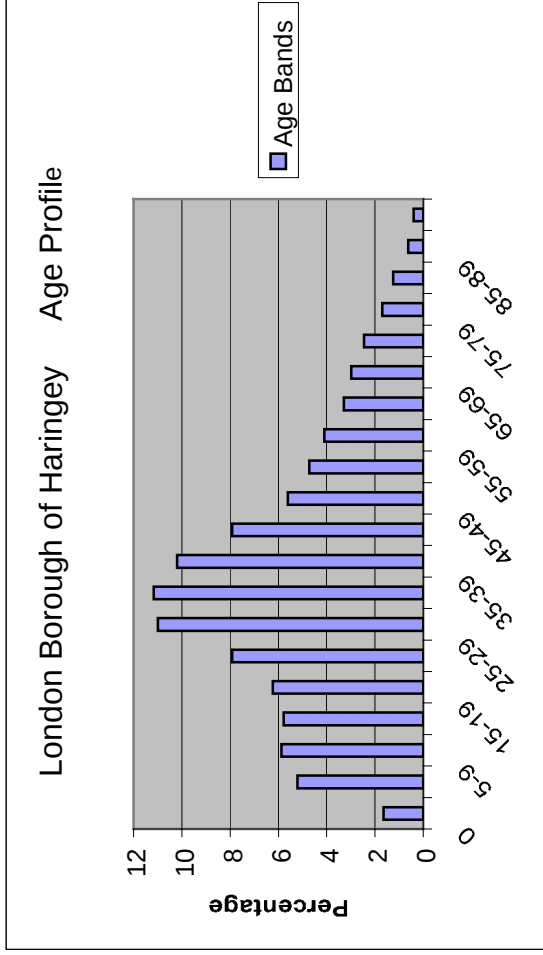
Figure 1.1: London Borough of Haringey in the context of Greater London



1.2. Population

1.2.1. The Borough's estimated population at the end of 2003 was 224,700. This population is relatively young, economically disparate, ethnically and culturally diverse. The population is rising, but mobility and high numbers of asylum seekers and refugees can make numbers difficult to estimate with great accuracy.

Figure 1.2



1.2.2. The population is ethnically and culturally diverse with around fifty per cent of Haringey's population belonging to black and minority ethnic communities (BME). An estimated 193 languages are spoken in the borough. The ethnic diversity is mirrored by economic disparity with significant inequalities between the west and the east of the borough.

Table 1.1 Resident Population Estimates 2003

	Persons	Males	Females	%
All ages	224,700	112,300	112,500	
0	3,700	1,900	1,800	1.65
1-4	11,700	6,100	5,600	5.21
5-9	13,200	6,500	6,700	5.87
10-14	13,000	6,600	6,400	5.79
15-19	14,000	7,300	6,700	6.23
20-24	17,800	9,100	8,700	7.92
25-29	24,700	12,900	11,700	10.99
30-35	25,100	13,100	12,000	11.17
35-39	22,900	11,900	11,000	10.19
40-44	17,800	8,900	8,900	7.92
45-49	12,600	6,000	6,700	5.61
50-54	10,600	5,000	5,600	4.72
55-59	9,200	4,300	4,900	4.09
60-64	7,400	3,500	3,900	3.29
65-69	6,700	3,300	3,400	2.98
70-74	5,500	2,600	2,900	2.45
75-79	3,800	1,600	2,200	1.69
80-84	2,800	1,100	1,700	1.25
85-89	1,400	400	1,000	0.62
90+	900	200	700	0.40

Source: Population estimates unit, ONS

1.3. Housing

1.3.2. The borough has approximately 97,000 dwellings and 53 per cent of these are flats (including council houses) or some other form of multi-occupancy house. Housing density is divided, with 67 per cent of housing stock in the east of the borough. The Council estimates that 9 per cent of households suffer from overcrowding and 22 per cent contain unregistered households.

1.4. Employment

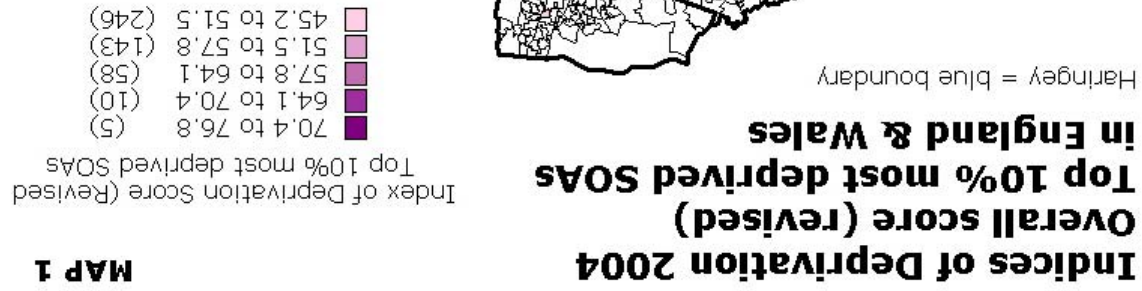
1.4.2. Unemployment stood at just over 8 per cent in January 2001, double the national average. There are particularly high unemployment rates in the Tottenham area at over 16 per cent. This area contrasts with the west of the borough, which includes Crouch End, Muswell Hill and Highgate and contains many areas of open space including Highgate Woods, Alexander Palace and Queens Wood.

1.4.3. Whilst unemployment overall is only slightly higher than the London average, far higher levels of unemployment are found in the east of the borough and within certain ethnic groupings. Long term unemployment is prevalent amongst particular communities.

1.5. Deprivation

1.5.1. Although in outer London, the borough has many of the characteristics of an inner London borough and is currently registered 37th on the Governments Index of Local Deprivation . The level of deprivation varies across the borough with marked concentrations in the east in Tottenham and Seven Sisters.

1.5.2. The Indices of Deprivation 2004 found that Haringey is the 10th most deprived district in England, although this hides a clear east/west divide - on its own Tottenham would be the fourth most deprived area in the country and the most deprived area in London. At the London level, Haringey is the 5th most deprived district in London after Tower Hamlets, Hackney, Islington and Newham.



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Regeneration Areas

1.6. Tottenham International

1.6.1. The London Plan states;

Tottenham Hale, a well-established manufacturing area, offers significant redevelopment opportunity. Areas north and east of the station contain mixed industrial uses (e.g. waste, storage) in new and old buildings. The area has good public transport accessibility with mainline rail services to central London, Stansted Airport and the Upper Lee Valley, and Underground services. However, the local road network requires reorganisation to enable more efficient use of the land.

Policy AC2 of the LB Haringey Draft Unitary Development Plan states:

The Lea Valley and the area's links to Stansted Airport and Central London will be improved as a key regeneration, open space and recreational corridor in North London. There should be the creation of a new urban focus centred around Tottenham Hale Station. Development should have regard to the development framework for the area which seeks to ensure comprehensive and co-ordinated development which:

- a) *Supports the London Plan designation as a Major Development Opportunity and Strategic Employment location suitable for a business park, potentially achieving 5,000 new jobs and a minimum of 200 new homes;*
- b) *Seeks to attract high quality/value new employment uses linked to a proposed university campus;*
- c) *Lessens dominance of the private car through conversion of the Tottenham Green/Hale gyratory to two way flow;*
- d) *Creates an integrated transport interchange at Tottenham Hale;*
- e) *Achieves an extension of the Victoria Line to Northumberland Park and better rail links along the Lea Valley and through to Stratford;*
- f) *Achieves better links to surrounding communities and to Tottenham Hale Station and the Lea Valley.;*
- g) *Maximises opportunities of riverside development and enhancement of the Lea Valley Regional Park and takes advantage of the areas industrial heritage.;*

- h) Achieves improvement of Pymmes Brook, including naturalisation in sections.;*
- i) Provides more sustainable forms of development, built to high density and high quality design.;*
- j) Provides a choice of good quality housing that meets the needs of all in the community and promotes a sustainable and socially mixed community and.*

The Tottenham International Development planning framework will build upon existing strength's such as the area's industrial heritage, whilst addressing deprivation issues and ensuring that local residents are able to access and take advantage of employment opportunities. It offers a range of brownfield sites that have potential for high-density/mixed use developments at transport interchanges, intensification of uses through development and opportunities to promote sectoral and functional change through the establishment of an innovative, cutting-edge range of business activities. The aim is to ensure that Tottenham International becomes "a centre for business; the place to live" a vital and dynamic location where residents and businesses can enjoy the river valley, Lee Valley Park and excellent transport connections.

1.7. Haringey Heartlands

1.7.1. Haringey Heartlands is identified in the London Plan as an Area for Intensification. The Plan proposes at least 1500 new jobs and 1,000 new homes to be created before 2016.

1.7.2. A planning framework for Haringey Heartlands/Wood Green co-ordinates the range of development opportunities on the railway and industrial lands to the south-west of Wood Green town centre. These sites include the Clarendon Road gas works, adjacent Coburg Road industrial area and Hornsey waterworks on the north side of Hornsey High Street. There is significant scope for enhancement of these areas, building on the area 's industrial heritage. Site assembly and provision of better links with the town centre will be key to a comprehensive development. The provision of sustainable high density mixed-use development for housing, leisure, retail, employment and open space will be included in any redevelopment plans. Opportunities will be taken to redevelop parts of Wood Green town centre for high-density, mixed-use schemes.

1.8. Business Environment

1.8.1. Haringey has a diverse industrial base, with companies operating in a large number of sectors including retail, real estate and manufacturing.

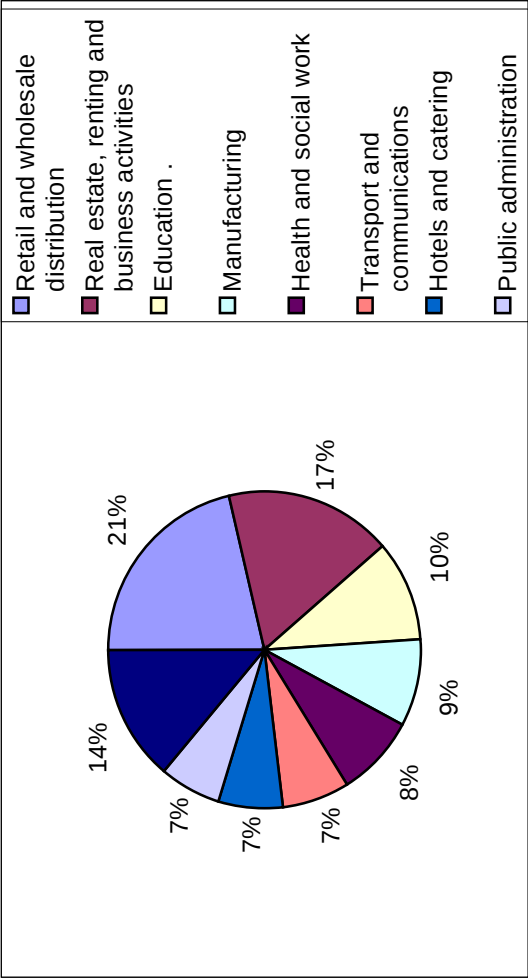
There are 8,300 businesses in Haringey employing a total of 60,300 people, which accounts for 1.5% of all employment in London.

1.8.2. Haringey’s economy is dominated by small businesses. 95.2% of the businesses employ less than 24 people. These small businesses account for 42.5% of total employment in the borough. However, while there are a similar proportion of small businesses in London (93.4%), they only account for 31.5% of total employment. Instead large businesses (employing 200 people or more) are the largest employers in London accounting for 35% of total employment even though they only make up 7.3% of total businesses.

1.8.3. The major sectors of employment in Haringey are:

- Retail and wholesale distribution - 21.4%
- Real estate, renting and business activities - 17.1%
- Education - 10.4%
- Manufacturing - 8.8%
- Health and social work - 8.3%
- Transport and communications - 7.1%
- Hotels and catering - 6.5%
- Public administration - 6.5%

Figure 1.4 Sectors of Employment



1.8.4. 11.1% of the working age population are self-employed compared with 9.4% in London. Another measure of entrepreneurial activity is the rate of VAT registrations. In 2002 13.1% of VAT registered businesses were newly registered compared with 11.9% in London. When VAT deregistrations are taken into account then Haringey has stronger net growth in businesses than London (Haringey: 0.2%, London: -0.8%).

1.8.5. The average weekly wage for employees in Haringey is £570.90 compared with £604.50 in London. However, earnings in Haringey are higher than the Great Britain average of £475.80.

1.8.6. In July 2004, 7.2% of Haringey residents were unemployed. This is compared with the London average of 4.5% and is more than double the Great Britain average of 3.0%. However, within Haringey unemployment levels are even more extreme. In Northumberland Park ward the unemployment rate is 16.6% - this is the highest rate out of all wards in London.

2.1. Introduction

2.1.1.1. Haringey's location means that much of the borough, including some of its deprived neighbourhoods, has relatively good public transport. This means that employment opportunities in the City and West End are within easy travelling distance where rail and tube connections exist, as are the opportunities of the Cambridge Corridor and Stansted Airport. Around two thirds of Haringey residents commute to work outside the Borough.

2.1.1.2. Figure 2.2 shows the Public Transport Accessibility Levels in the Borough. There are high levels of accessibility to the network at locations such as Finsbury Park, Wood Green and Tottenham Hale. These are linked to draft Unitary Development Plan Parking Standards.

2.2. Rail

2.2.1. National Rail services run mostly North to South. Great Northern services have a core 10 minute frequency while the *One Enfield* and Southbury Loop services provide a combined frequency of 4 trains per hour to stations in the Borough. However local services on the *One Lee Valley* Line line serving Tottenham Hale and Northumberland Park are constrained by lack of capacity on the route. Improvement of these services are a major aspiration for the Borough. With the exception of the Gospel Oak to Barking rail line which serves Harringay Green Lanes and South Tottenham, there are no orbital East-West rail links. Moreover the Gospel Oak to Barking Line operates at relatively low frequency (2 trains per hour). There is a need for better links to the Stratford area.

2.2.2. The Piccadilly Line of London Underground serves Turnpike Lane, Wood Green and Bounds Green. The Northern Line serves Highgate while Tottenham Hale and Seven Sisters are on the Victoria Line.

2.2.3. Statistics from London Underground show that substantial overcrowding occurs on Underground lines in the Borough during the morning peak. This occurs particularly at Seven Sisters on the Victoria Line and Turnpike Lane on the Piccadilly Line.

2.3. Road Based Public Transport

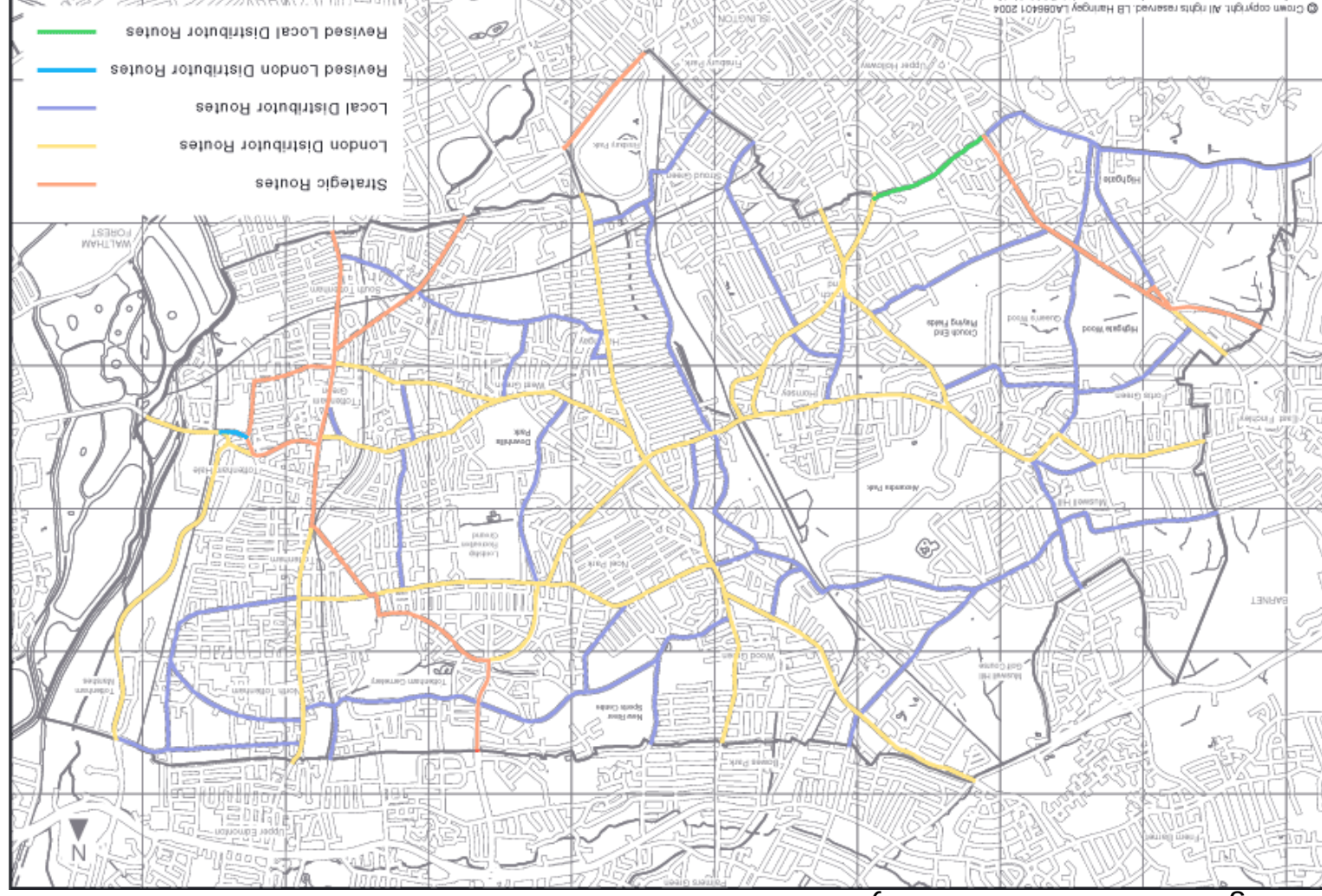
2.3.1. 40 bus routes serve the Borough of which all but 7 are high frequency routes. Orbital bus routes are in need of development, but these are constrained by the nature of the road network and low rail bridges. Provision of black cabs is low, which restricts the usefulness of Taxicard, but the availability of minicabs is relatively high. Apart from North London Dial-a-Ride, there are no accessible door to door *PlusBus* type services for elderly and disabled people.

2.4. Road Network

2.4.1. In common with many London Boroughs, Haringey suffers the effects of large amounts of through road traffic arising from radial commuter flows. This has implications for air quality which is being addressed through the measures outlined in the Council's Air Quality Action Plan which is appended to this document.

2.4.2. The Revised Draft Unitary Development Plan proposes a Road Hierarchy for Haringey. This is shown in Figure 2.1 and is discussed further in Chapter 5 Section 3.

Figure 2.1 Road Hierarchy



2.5. Car Ownership

Table 2.1 : Car Availability – Haringey Households			
	2001	1991	1981
	%	%	%
0 Car	46.46	49.95	51.30
1 Car	41.23	38.32	38.91
2 Car	10.44	10.07	8.44
3+ Car	1.87	1.66	1.35
Total	100.00	100.00	100.00
Source: Census 2001, 1991 and 1981			

2.5.1. Almost half of Haringey households do not have access to a car.

2.6. Town Centres

2.6.1. Haringey has six Town Centres:

- Wood Green Metropolitan Centre
- Crouch End Town Centre
- Green Lanes Town Centre
- Muswell Hill Town Centre
- Tottenham High Road(Bruce Grove) Town Centre
- West Green Road Town Centre

2.6.1. Wood Green has been identified as an Outer London Metropolitan Centre for which the Mayor's Transport Strategy requires a zero growth traffic target, (although Haringey as a whole is identified as an inner London Borough)

2.7. Transport Interchanges

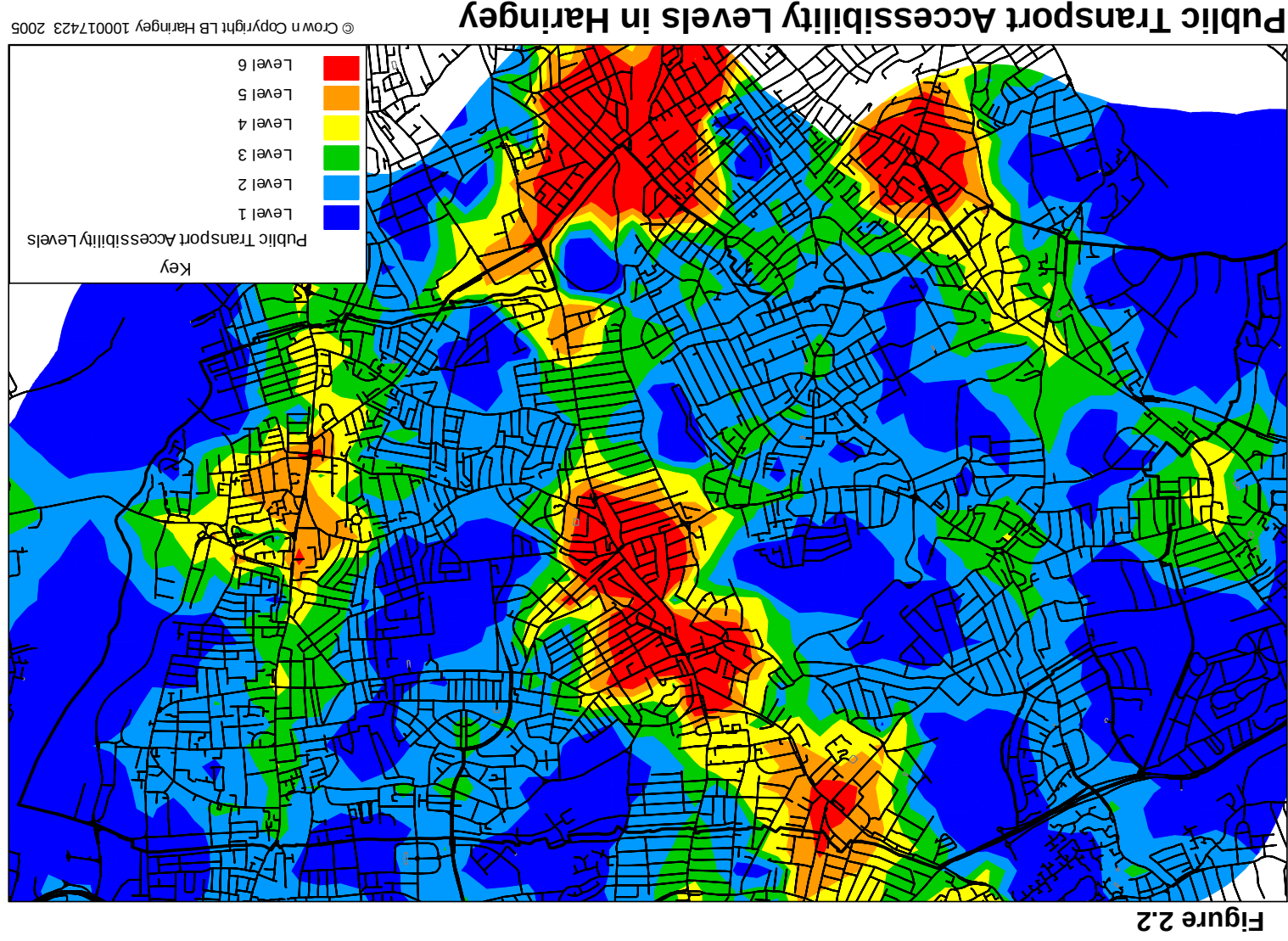
2.7.1. A number of stations have importance as interchanges. Table 2.x indicates the categories and investment priorities given by the Transport for London Interchange Plan.

Table 2.2 Transport Interchanges in Haringey

National Rail Stations				
Station	Served by	Interchange Plan Category	Interchange Plan Investment Priority	
Haringey Green Lanes	Silverlink	E	✓	
South Tottenham	Silverlink	E	✓	
Haringay	WAGN	E		
Hornsey	WAGN	E		
Alexandra Palace	WAGN	E		
Bowes Park	WAGN	E		
Seven Sisters	LUL/One	D		
Bruce Grove	One	E	✓	
White Hart Lane	One	E	✓	
Tottenham Hale	LUL/One	C	✓	
Northumberland Park	One	E		
Underground Stations				
Turnpike Lane	LUL	D		
Wood Green	LUL	D		
Bounds Green	LUL	E		
Bus to Bus				
Muswell Hill Broadway		D		
Source: TfL Interchange Plan 2002				

2.7.2. Muswell Hill Broadway provides important bus to bus interchange in an area poorly served by Underground and National Rail services.

2.7.3. Finsbury Park station, although lying outside the Borough boundary, has a substantial catchment area within Haringey and is of considerable importance as an interchange.



2.8. **North London Strategic Partnership**

2.8.1. Haringey is a member of the North London Strategic Partnership and an active participant in the North London Transport Forum giving a sub-regional focus to the Borough's promotion of transport issues and aspirations.

North London Transport Forum

BACKGROUND

North London partnership includes the London Boroughs of Barnet, Enfield, Haringey and Waltham Forest. North London Transport Forum (NLTF), subgroup of the North London Strategic Alliance (NLSA), is the sub regional focus for transport development in North London. The partnership's work is based upon principles of partnership, sustainability and joint sector working. It has developed policy on major sub-regional transport themes and is taking practical action to secure these policy objectives. NLTF will be the instrument through which the Borough priorities and regional interests are effectively implemented.

OBJECTIVES

The recently completed North London Transport Study produced an Action Plan for the next five to ten years. The Action Plan aims to ensure that:

- Transport activities within North London, the Upper Lee Valley and the Strategic Opportunity Areas are complementary;
- Projects are identified within the Upper Lee Valley and Strategic Opportunity Areas which should be developed in order to secure the necessary funding for the co-ordination of all the partners responsible for the delivery of projects;
- Projects reflect TfL targets which are focussing on the improvement of public transport;
- Projects need to be cost effective, sub-regional in nature and capable of having maximal input on the improvement of existing transport infrastructure and the management of the transport demand;
- Projects improve accessibility of all North Londoners, bearing in mind that 50% do not have access to a car; and
- Priorities of individual boroughs do not compromise the need for a sub-regional approach to project development.

COMMITMENT TO THE NORTH LONDON SUB REGIONAL PARTNERSHIP

The quality of North London's infrastructure and public service underpins the ability of the sub-region to successfully accommodate growth. In common with the rest of London, a programme of massive investment in vital infrastructure and public services is needed. Rising to this challenge will require the boroughs to adopt innovative solutions and work closely with partners from across the public and private sectors. A reliable, sustainable, affordable and integrated transport system is fundamental to improving quality of life, social inclusion and the economy in North London.

The Councils, as part of the North London Strategic Alliance, support the agreed set of sub regional transport priorities included in the North London Strategy -- Working Together for London. These are as follows:

The development of an action plan for the A406 North Circular Road that addresses the need for effective orbital transport in North London.

The support of proposals for major rail investment in North London.

The exploration of the opportunities for developing orbital rail and light rail transit schemes.

To make the case for the construction of a second branch of the Victoria Line serving Northumberland Park Station.

The use of opportunities provided by major development sites to improve the sub-regions transport infrastructure.

The development of integrated transport hubs across the sub-region. To work across borough boundaries to reduce traffic congestion.

The co-ordination of parking activities in North London.

The identification and implementation of measures to assist freight access to the regeneration areas of North London.

In addition, the North London Transport Forum will:

Work in partnership to improve air quality in the sub-region. Proposals for Low Emissions Zones in North London will be progressed in line with the studies being undertaken within London.

Explore with North London public agencies, the scope for practical improvements in service delivery and procurement with the objective of achieving greater sustainability and more efficient use of transport resources. Local authorities, educational and health organisations have a strong impact on the sub-region. Innovation and best practice applied to transport will be an important component in the effort to counteract congestion.

2.9. Regeneration and Growth

2.9.1. Around half of the Borough falls within various regeneration programmes. In particular the London Plan sets an Opportunity Area in Tottenham Hale. The indicative estimates for growth by 2016 are 5,000 jobs and 200 homes. Haringey Heartlands is defined as an Area for Intensification with growth estimates of 1,500 jobs and 1,000 homes. These and other relevant strategic sites are listed in Table 2.4 In Haringey as a whole the Mayor is expecting Haringey to cater for 19,000 new households by 2016.

2.9.2. The Council's draft Unitary Development Plan contains strong planning policies favouring non-car modes. The relevant planning obligations are shown in Table 2.3

Table 2.3 Planning Obligations (Transport)	
Obligation	Type of Development
Improvements to public transport, including new-build facilities e.g. bus stands, bus priority measures and funding of additional/extended services for specified periods.	Employment/Retail/Development in areas of low public transport accessibility
Rail improvements including contributions towards station enhancements	Employment/retail/health/leisure/major new developments
Improvements to cycling and pedestrian routes and facilities.	General
Adoption of travel plans. (may include setting up car clubs)	Employment/Retail/Education/Health/Leisure
Provision of traffic calming/management and highway safety schemes	General
Parking measures such as: Provision of off-street parking in the development or elsewhere. Management of off-street parking in compliance with policy. Contribution to introduction or maintenance of control of on-street parking.	General
Improvements to signage and street furniture	General

Table 2.4 Strategic Sites

Name and Address	Existing Use	Proposed use (UDP)	Indicative Number of dwelling units
Tottenham Campus Middlesex University, White Hart Lane, N17	University	Education	-
Haringey Heartlands, Hornsey Depot and Hornsey Waterworks, including Alexandra School, a large site in central Haringey East and West of the railway line	The site comprises mainly large areas of utilities (including a former water treatment works) and employment land on either side of the railway.	Comprehensive mixed use development to include employment, retail, housing, restaurant, healthcare and community facilities, including education.	600 under construction. 400 to follow
Former Friern Barnet Sewage Works, Pinkham Way, N10	Derelict site - former sewage treatment works	Employment	-
Goulding Court, Clarendon Road N8	Affordable Housing	Redevelopment of existing site for key worker/affordable housing	69 (40 net gain)
Hornsey Town Hall, The Broadway, N8	Council offices	Mixed use	-
Part of Lymington Avenue N22	Residential and temporary retail	Mixed use retail/residential/community use	42
725-731 Lordship Lane N22	Arts centre and car park, old chapel was formerly used for furniture and carpet sales, and the remainder for car sales	Mixed use employment/ retail/ application. Possible transport improvements as part of any application.	150
BP site, Ashley's Alley, N15	Commercial and residential	Mixed use including residential and retail	120

Name and Address	Existing Use	Proposed use (UDP)	Indicative Number of dwelling units
White Hart Lane Stadium, High Road, N17.	Football stadium, retail and employment	Expansion. Including better facilities and mixed use development, including residential & possibly a hotel.	400/600
St Ann's Hospital, St Ann's Road, N15	Hospital site-Barnet, Enfield and Haringey Mental Health Trust owned site. The intention is to redevelop the site, but it is unclear how much of the site will be available for use other than health facilities.	Comprehensive mixed use scheme including residential, health facilities and a school.	500
Wards Corner and Council Offices at Apex House, N15Seven Sisters and Westerfield Road, N15	Council offices Residential, car park, sorting office and station	Mixed use commercial, retail and residential	250 (including Wards Corner & Apex House)
341 - 379 Seven Sisters Road, N15	Retail/ housing/ industry	Retail/offices/ housing/ community	140
Arena Business Centre	Industrial	Employed led mixed use development	67
Tottenham Green Baths/ Clyde Road. Town Hall Approach Road, N15	Vacant since 1991. Derelict industrial depot site and derelict baths building	Mixed use. Arts and Education.	140
Land adjacent to railway line White Hart Lane, N17.	Under utilised Industrial	Employment led mixed use development including housing.	80

Name and Address	Existing Use	Proposed use (UDP)	Indicative Number of dwelling units
Tottenham International including Tottenham Hale Station, the retail park, Hale Wharf and Tottenham Marshes	The framework area comprises mainly commercial / employment land, some designated as DEA. Transport interchange and MOL	Comprehensive mixed use development to include better integrated transport interchange, employment, university campus, retail, housing, leisure including the enhancement of the open space, education and community facilities.	1260
Texaco Garage, Tottenham Lane, N8	Petrol filling station, vacant lock up garages.	Mixed use, residential and retail.	47
Steel Stockyard, Hampden Road, N8	Steel stockyard	Recycling depot	
Lawrence Road	Warehouses and offices.	Mixed use, employment and residential	135
Seven Sisters Road/Durnford Street/Gourley Place	Workshops	Mixed use including employment & residential.	100
Omega Works, Hermitage Road, N15	Vacant factory/ warehouse	Mixed use employment and residential.	36
Civic Centre, High Road Wood Green, N22	Council offices	Mixed use	200
Former Friern Barnet Sewage Works, Pinkham Way, N10	Derelict site-former sewage treatment works	A traveller's site subject to relocation needs	
Total Indicative Number of Dwelling Units			3807

3.1 Strategic Context

3.1.1 Haringey is facing particular pressures. The Government's Sustainable Communities Plan for the London – Stansted – Cambridge – Peterborough corridor will place substantial demand on already heavily used public transport services particularly on the national rail lines in the corridor. Further expansion at Stansted Airport would be expected to bring employment opportunities for Haringey residents, most notably in the east of the Borough which has good rail links to the airport. Additional interchanging passengers from Stansted Express services at Tottenham Hale would contribute to congestion at peak times on the Victoria Line.

3.1.2 The London Plan is targeting additional employment and housing growth in Tottenham Hale and Haringey Heartlands areas. Overall, the GLA is seeking an additional 19,000 housing units in the Borough by 2016. Much of the Borough's road network is congested for much of the day. Local communities are suffering from the impact of additional traffic and rat-running from through traffic. The high volumes of traffic do not encourage more walking and cycling. Air quality fails to meet Government targets. An Air Quality Management Area has been declared and an Action Plan agreed.

3.1.3 The Council is seeking much better public transport services and additional routes to enable housing and employment growth to be met sustainably. An extension of the Victoria Line to Northumberland Park would be an important element in encouraging regeneration of Tottenham. Enhancements to the capacity of the rail line between Cambridge/Stansted and London are seen as essential. Improvements to orbital public transport encourage many east-west journeys to be made by private cars. The Council is working with its partners in the North London Strategic Alliance [NLSA], a partnership of the boroughs of Haringey, Enfield, Barnet and Waltham Forest and other public and private sector partners, to promote these initiatives as well as supporting improvements for the North Circular Road and supporting major rail investment in North London.

3.2. Introduction

3.2.1. The focus of the Council's Transport Strategy is a recognition that a safe, secure, efficient and convenient transport system is a critical factor in supporting access for people and facilitating goods movement to meet the needs of Haringey residents, businesses and visitors.

3.2.2. Transport can play an important role in reducing social exclusion, supporting the viability of the Borough's town centres and reducing the imbalances between the east and west of the Borough.

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

3.2.3. Transport policy is set out in a number of documents including the UDP. This Transport Strategy brings together these documents to form a coherent overall policy document.

3.2.4. The structure of the Strategy is set out below:

- 1 Introduction
- 2 Key Objectives
- 3 Transport and land use
- 4 Public Transport
- 5 Roads
- 6 Traffic Management
- 7 Parking
- 8 Walking
- 9 Cycling
- 10 Freight

Summary of Transport Strategy Policies

T1 The Council will seek to locate new housing, office, shopping, commercial, educational and recreational facilities to locations well-served by public transport

T2 The Council will require developers to consider the needs of public transport users, pedestrians and cyclists in the design of new developments

T3 The Council will support the provision of rail infrastructure, new bus routes and bus network improvements, including the provision of new stations, as appropriate, through the following projects:

- a) East London Line extension
- b) Crossrail
- c) Thameslink 2000
- d) Crossrail Two
- e) Victoria Line extension to Northumberland Park
- f) West Anglia Route Modernisation Enhancement [WARME] including additional services and stations between Tottenham Hale and Stratford
- g) Orbirail including Barking – Gospel Oak line

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

T4	The Council will also support: a) Improved access to Haringey Heartlands b) Improved orbital public transport c) Improved orbital movement [both private and public transport] on the North Circular Road d) Improvements to public transport on Tottenham High Road e) Improvements to the Tottenham gyratory f) Improvements to Finsbury Park station
T5	The Council will support needs based bus services for residents with mobility difficulties
T6	The Council will continue to develop its work with Transport for London and other rail operators on improving access to, and security and safety around, rail stations and interchanges
T7	The Council will only promote or support road schemes which provide net benefits to local residents, businesses and the environment.
T8	The Council will only promote access roads to commercial and industrial premises if the premises are: a) located advantageously in relation to main roads and railways to accommodate the generation of heavy freight b) provide facilities for the handling of freight to secure efficient distribution c) located to reduce the movement of vehicles on roads not suitable for them d) located to encourage the use of rail and water to carry freight traffic
T9	The Council will continue to support the London-wide Night-time and Weekend Lorry Ban and local lorry bans
T10	The Council will allocate road space on its highway network in accordance with the following hierarchy of road user. The priority given to each type of road user is related to the nature of the road. Table 3.1 below gives guidance on this priority. The type of road is that used in developing the road hierarchy is that in the UDP.
T11	The Council will seek to ensure that traffic is channelled onto the main road network with measures undertaken to minimise the adverse impact of traffic on bus operation, safety, business and the environment.

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

T12 The Council will support measures to reduce road danger at source. These will include physical works to slow motor vehicles, measures to discourage motor traffic such as through land use policies and provision of facilities to encourage more walking and cycling

T13 The Council will support traffic management measures to reduce the impact of traffic in residential areas. The type of measures implemented will depend on the identified problems although there will be a presumption against road closures to address traffic issues

T14 The Council will support further 20mph and home zones where appropriate

T15 The Council will introduce safer routes to school schemes where appropriate

T16 Development proposals will be assessed against the parking standards set out in Appendix 1 of the UDP. Proposals that do not meet these standards will not normally be permitted. Parking requirement will be assessed on an individual basis as part of the Transport Assessment in cases where this is deemed necessary.

T17 The Council will consider proposals for new residential developments without the provision of car parking in appropriate locations and where there are effective mechanisms preventing car ownership.

T18 All developments must take account of the need to provide for people with disabilities. Specific parking provision for disabled people should be made in accordance with the Council's parking standards.

T19 The Council will not support the provision of additional public off-street car parks. Improvement of existing car parks will be undertaken, subject to resources.

T20 The Council will develop transparent criteria for use in considering further Controlled Parking Zones (CPZs).

T21 The Council will meet the needs of all road users by:

- managing the overall parking supply and demand to allocate space based on parking need and priorities
- supporting the legitimate parking and loading requirements of businesses
- supporting safe and efficient operation of public transport services in the Borough

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

T22 The Council will support effective parking management by:

- co-ordinating the management and charging of on-and off-street parking to ensure a comprehensive and complementary approach
- allocating parking permits based on transparent principles giving priority in accordance with a defined hierarchy of parking need

T23 The Council will seek to improve sustainable access by:

- seeking the provision of cycle parking in new developments
- providing secure cycle parking especially in areas of high demand
- ensuring that parking management is supportive of sustainable travel initiatives such as travel plans, car clubs and car free developments

T24 The Council will meet environmental objectives by:

- ensuring that parking management is supportive of local environmental improvement initiatives

T25 The Council will seek to provide a pleasant, safe environment for pedestrians, paying particular regard to the needs of people with mobility difficulties

T26 The Council will maintain existing footpaths and passageways in as safe and attractive form as possible paying particular attention to the needs of people with mobility difficulties

T27 The Council requires that new proposals should have a design and layout that encourages walking and cycling

T28 The Council supports improvement, protection and creation of the London Cycle Network in Haringey including London Cycle Network Plus routes where possible

T29 The Council will fully take into account the needs of cyclists in the design of traffic management schemes

T30 The Council will require cycle parking as part of new developments as set out in the Parking Standards Appendix in the UDP

T31 The Council requires that new proposals should have a design and layout that encourages walking and cycling

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

T32 The Council will support cycle training and promotion of cycle use through publicity as resources allow

T33 The Council will seek to retain existing rail freight and water transport facilities that are still needed for operational purposes and the provision of additional facilities provided these do not give rise to undue local environmental disturbance. The Council will also support the use of rail or water transport during construction of new development where it would be feasible.

3.3. Key Objectives

3.3.1. The key objectives are taken from the Revised UDP and are:

- A) To support and promote transport improvements where it would improve safety for all road users, including pedestrians and cyclists, enhance residential amenity and complement land development and regeneration strategies
- B) Discourage the use of the car and promote other forms of travel
- C) Improve freight movement whilst minimising the environmental impact
- D) To balance the need for parking and the environmental impact of traffic movement and parked cars
- E) To encourage developments which, through their design, reduce the need to travel, especially by car.

3.4. Transport and Land Use

3.4.1. Reducing the need to travel would provide many benefits for Haringey's environment, reducing traffic congestion, reducing congestion on longer distance public transport services and support more walking and cycling. By locating developments in areas well-served by public transport and with infrastructure to support walking and cycling, the amount of vehicle traffic generated by new developments can be reduced whilst still supporting the essential operational needs for a development.

3.4.2. The design of developments can assist the integration of transport provision and facilitate movement by public transport, walking and cycling.

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

For example bus stops could be provided as part of a site or locating entrances to close to an existing or potential pedestrian crossing. A safe and attractive environment for public transport users, pedestrians and cyclists is important to supporting these modes of transport and discouraging car traffic to a development.

3.4.3. Policies:

T1 The Council will seek to locate new housing, office, shopping, commercial, educational and recreational facilities to locations well-served by public transport

T2 The Council will require developers to consider the needs of public transport users, pedestrians and cyclists in the design of new developments

3.5. Public Transport

3.5.1. The availability of public transport is a critical factor in supporting the Council's policies to discourage car use: an effective alternative needs to be available. However, much of the public transport network, both national rail and underground, is at capacity during peak periods in Haringey. We are supporting enhancements to existing transport services and new infrastructure to support the Council's, the Mayor's and the Government's growth agenda. We are facing increasing pressure for more housing and employment at increasing densities that will put increasing demands on the Borough's public transport network.

3.5.2. The Council is supporting a number of new infrastructure proposals. We also recognise the benefit in improving existing bus, rail and underground services and infrastructure and are working with Transport for London and the rail operators to bring forward service and infrastructure improvements.

3.5.3. Bus priority measures can assist bus movement by improving journey speeds and reliability. We have supported the implementation of the London Bus Priority Network recognising the benefits in allocated road space and priority to local bus services for our environment and for the efficient use of our congested road network.

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

3.5.4. Policies:

T3	The Council will support the provision of rail infrastructure, new bus routes and bus network improvements, including the provision of new stations, as appropriate, through the following projects:
h)	East London Line extension
i)	Crossrail
j)	Thameslink 2000
k)	Crossrail Two
l)	Victoria Line extension to Northumberland Park
m)	West Anglia Route Modernisation Enhancement [WARME] including additional services and stations between Tottenham Hale and Stratford
n)	Orbital including Barking – Gospel Oak line

T4	The Council will also support:
g)	Improved access to Haringey Heartlands
h)	Improved orbital public transport
i)	Improved orbital movement [both private and public transport] on the North Circular Road
j)	Improvements to public transport on Tottenham High Road
k)	Improvements to the Tottenham gyratory
l)	Improvements to Finsbury Park station

3.5.5. The East London Line extension is currently expected to be implemented in two phases with the first phase between Dalston and West Croydon/Crystal Palace. The Council wishes to see the line extended at the northern end to provide linkages to the transport interchange at Finsbury Park which, as well as being an underground and bus interchange, will in future be an important interchange for Thameslink 2000 services.

3.5.6. Crossrail would provide enhanced capacity in central London that is expected to release track capacity on the approaches to Liverpool Street, potentially enabling more services to operate on the Lee Valley line via Tottenham Hale or on the line to Enfield Town via Seven Sisters.

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

3.5.7. The current proposals for Thameslink 2000 indicate train services would not be stopping at Haringey stations. The Council considers enhanced rail services to Alexandra Palace station are necessary to support Haringey Heartlands, an area identified in the London Plan as an Area for Intensification. Crossrail Two is a longer term rail enhancement with no clear route alignment but with potentially a routing through Haringey.

3.5.8. Northumberland Park is an SRB area and is one of the most deprived areas in the country. Accessibility to the rail network is poor as Northumberland Park station has very low train frequencies. An extension to the Victoria Line to Northumberland Park would support regeneration initiatives and possible redevelopment of Spurs football ground.

3.5.9. Expansion of Stansted Airport and the targeting of the London-Cambridge-Stansted-Peterborough corridor for substantially increased housing have put more pressure on the Liverpool Street to Cambridge line including the spur to Stansted Airport. The West Anglia Route Modernisation Enhancement [WARME] project which would include doubling of the track between Tottenham Hale and Broxbourne would alleviate existing services as well as potentially additional local services and services to Stansted Airport. As part of WARME additional services and stations on the line between Tottenham Hale and Stratford would be introduced. This service would support access to the Olympics venues, to Stratford International station and to Docklands.

3.5.10. There are few orbital rail services in London. The East London Line, North London Line, West London Line and the Barking- Gospel Oak line provide an orbital service benefiting mainly inner London. The London Plan is supporting the creation of linked orbital rail services through Orbital which may include the Barking-Gospel Oak line. Because of the lack of orbital public transport services [and there are relatively few orbital bus routes], many journeys are undertaken by car. The key is to enhance services and introduce new routes to provide alternatives for these car journeys.

3.5.11. Improved access to the Haringey Heartlands Area for Intensification is essential to realise the potential of the site. A new spine road including new bus routes and bus priority measures is proposed in the Haringey Heartlands Development Framework.

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

3.5.12. The narrowness of the North Circular Road between Green Lanes and Bounds Green Road that acts as a bottleneck between dual carriageway sections west and east of this section. The limited capacity has led to rat running through residential areas and congestion at certain times. Enhancements to the capacity are sought to alleviate these problems which could include provision for bus priority measures.

3.5.13. Tottenham High Road is one of the Borough's town centres as well as a strategic route towards central and inner London. The road carries high volumes of traffic and numerous bus routes. In the short to medium term enhancements are likely to be focused on improving bus service speed and reliability. Longer term options could include light rapid transit.

3.5.14. Linked to improvements to public transport services on Tottenham High Road are options to address the traffic volumes and speed on Tottenham gyratory comprising Tottenham High Road, Monument Way and Broad Lane. The vehicle domination of the area generates severance, air pollution, noise and is likely to act as a deterrent to business investment. Walking and cycling are discouraged by the current layout and by the volume of traffic. Options for the future include turning the one-way working to two-way operation.

3.5.15. Finsbury Park station is a key interchange with numerous bus routes, two underground lines and many national rail routes serving the station. For many Haringey residents in the west of the Borough Finsbury Park is the link into the rail network. Improvements to the station are crucial to create a safe, accessible and secure station, fully integrating public transport services and walking and cycling access to the station.

T5 The Council will support needs based bus services for residents with mobility difficulties

3.5.16. Many Haringey residents are unable to use conventional bus services. All conventional buses services will soon be operated by low-floor accessible buses. However, there will still be a need for specific bus or community transport services to meet the needs of residents with mobility difficulties. We will work with TfL, ALG and other stakeholders to develop these initiatives. We are proposing a Mobility Forum to support our work.

T6 The Council will continue to develop its work with Transport for London and other rail operators on improving access to, and security and safety around, rail stations and interchanges

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

3.5.17. Accessibility to rail stations and interchanges is important in facilitating access by people with mobility difficulties. Safety and security issues often occur around rail stations. We cannot directly improve the accessibility of rail stations and security within stations as this is the responsibility of Transport for London and the rail operators but we can support improvements in accessibility to rail stations and security measures around them. Such measures include highway network changes, provision of pedestrian crossings, improvements to street lighting, CCTV, cycle parking and landscape improvements.

3.6. Roads

3.6.1. Many of Haringey's roads are heavily trafficked for much of the day. There is a suppressed demand for car travel in London and it is unrealistic to cater for this demand within our urban form. Nevertheless there are circumstances in which additional highway capacity is appropriate.

3.6.2. There are occasions when new access roads are required to service new or extended commercial developments. We wish to minimise the environmental damage that goods vehicles, particularly heavy goods vehicles, can cause. We will support traffic management measures such as lorry bans and support for the London Night-time and Weekend Lorry Ban in order to minimise the impact of freight movements in residential areas.

3.6.3. Policies:

T7 The Council will only promote or support road schemes which provide net benefits to local residents, businesses and the environment.

T8 The Council will only promote access roads to commercial and industrial premises if the premises are:

- e) located advantageously in relation to main roads and railways to accommodate the generation of heavy freight
- f) provide facilities for the handling of freight to secure efficient distribution
- g) located to reduce the movement of vehicles on roads not suitable for them
- h) located to encourage the use of rail and water to carry freight traffic

T9 The Council will continue to support the London-wide Night-time and Weekend Lorry Ban and local lorry bans

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

3.6.4. As road space is finite, there is a need to allocate this limited road space to different users. One method is to establish a hierarchy of road user. Depending on the type of road defined in the UDP road space is supported for some road users, neutral on allocating road space or provision of road space is discouraged which is related to the Council's policies on walking, cycling, public transport, car use and freight movement. Factors such as the environmental impact and the extent to which each road user is an efficient user of road space have been taken into account in developing the road user hierarchy. The road user hierarchy for Haringey is shown below.

3.6.5. Policy

T10 The Council will allocate road space on its highway network in accordance with the following hierarchy of road user. The priority given to each type of road user is related to the nature of the road. The table below gives guidance on this priority. The type of road is that used in developing the road hierarchy is that in the UDP.

Table 3.1 Road Space Allocation Priorities

Road User	Type of Road			
	Strategic Routes	London Distributor Routes	Local Distributor Routes	Local Access Roads
Pedestrians	-	0	+	+
Cyclists	-	0	+	+
Bus passengers	+	+	0	-
Commercial/ delivery vehicles	+	+	0	-
Disabled drivers	+	+	+	+
High occupancy vehicles	+	0	-	-
Motorcycles/ mopeds	+	0	0	-
Car commuter journeys	-	-	-	-
Low occupancy vehicles for other journey purposes	-	-	-	-
Through commercial traffic	-	-	-	-

Key: + Support road space allocation
 0 Neutral on road space allocation
 - Discourage provision of road space

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

3.6.6. We are seeking to ensure that traffic is channelled onto the main road network as these roads are most suited to it. Although the main roads have a traffic and distribution function, these roads are also residential and local shopping and commercial centres. We will seek to minimise the adverse impact of traffic volumes through safety and environmental measures such as pedestrian crossings, cycle lanes, landscaping, widening of footways and improvements to the public realm. We are working with Transport for London on initiatives to improve its own roads [Transport for London Road Network].

Policy

T11 The Council will seek to ensure that traffic is channelled onto the main road network with measures undertaken to minimise the adverse impact of traffic on bus operation, safety, business and the environment.

3.7. Traffic Management

3.7.1. Rat-running traffic, speeding traffic and traffic volumes in residential areas are issues which are frequently raised by local communities. Traffic management measures including traffic calming, 20mph zones and home zones can play an important role in mitigating the environmental and safety impact of inappropriate traffic speed and discourage through traffic. The Council is committed to supporting road danger reduction and is a member of the Road Danger Reduction Forum. This seeks to reduce danger at source through controlling the main source of threat – motor traffic. A more benign road environment can be created which will encourage the use of more sustainable modes such as walking and cycling.

3.7.2. The aims of the RDRF are to:

- a) seek a genuine reduction in danger for all road users by identifying and controlling the principle sources of threat
- b) find new measures to define the level of danger on our roads. These would more accurately monitor the use of and threat to benign modes
- c) discourage the unnecessary use of private motor transport where alternative benign modes or public transport are equally or more viable
- d) pursue a transport strategy for environmentally sustainable travel based on developing efficient integrated public transport systems. This would recognise that current levels of motor traffic should not be increased
- e) actively promote cycling and walking, which pose little threat to other road users, by taking positive and co-ordinated action to increase the safety and mobility of these benign modes

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

- f) promote the adoption of this charter as the basis of both national and international transport policy.
- 3.7.3. We have a programme of local road safety schemes that seek reduce actual personal injury accidents. Typical measures include pedestrian crossings, better street lighting, anti-skid surfacing, physical measures to reduce traffic speeds such as entry treatments and speed cushions/tables.
- 3.7.4. Environmental measures to reduce traffic speeds and rat-runs would include the physical measures as described. Road closures are sometimes favoured by local communities as a way of reducing the volume of rat-running traffic. Although the Council has implemented two schemes, road closures can be divisive within local communities and can be difficult to enforce. There is therefore a presumption against further road closures.
- 3.7.5. We have introduced a number of 20mph zones in recent years and are planning to introduce to address safety and environmental concerns. Home zones are streets in which the priority is given to pedestrians, cyclists and street activity rather than to motor traffic through physical measures to influence the psychology of drivers into thinking that driving a vehicle at more than 10mph would not be appropriate. However, home zones are expensive to implement. It is estimated that full home zone measures in all Haringey's residential roads would cost in excess of £2bn. The focus will be on implementing 20mph zones to maximise the benefits for all residents with full home zone measures at suitable locations within 20mph zones.
- 3.7.6. Encouraging children to walk or cycle to school would support Government objectives to reduce obesity and improve the health of children. We have introduced safer routes to school schemes in North Tottenham, West Green, Alexandra Park and Woodside areas. These schemes have included physical measures such as pedestrian crossings and speed cushions and tables. This work will be extended as part of school travel plans being developed by each school and supported by the Council.

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

3.7.7. Policies

T12 The Council will support measures to reduce road danger at source. These will include physical works to slow motor vehicles, measures to discourage motor traffic such as through land use policies and provision of facilities to encourage more walking and cycling

T13 The Council will support traffic management measures to reduce the impact of traffic in residential areas. The type of measures implemented will depend on the identified problems although there will be a presumption against road closures to address traffic issues

T14 The Council will support further 20mph and home zones where appropriate

T15 The Council will introduce safer routes to school schemes where appropriate

3.8. Parking

3.8.1. The Council's parking strategy is set out in the Parking and Enforcement Plan [PEP] in the LIP. The main aspects of the Plan are described below.

The strategic objectives of the PEP are:

- a) To reduce the need to travel especially by car and encourage more sustainable patterns of travel
- b) To manage overall traffic levels in the Borough to reduce traffic congestion and realise environmental and safety benefits
- c) To encourage the development of an efficient and effective transport system which maximises regeneration opportunities
- d) To promote the social and economic revitalisation of the Borough's town centres and other centres by improving accessibility for all modes of travel
- e) To support Borough initiatives to improve air quality

3.8.2. The PEP sets out a hierarchy of parking need. This hierarchy informs overall parking management and prioritisation. The hierarchy is shown below.

Road user

- 1 Local disabled resident parking need
- 2 Non-local disabled parking need
- 3 Local resident parking need
- 4 Essential worker in the delivery of public service

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

- 5 Local business essential parking/servicing need
- 6 Short-stay shopper/visitor parking need
- 7 Long-stay shopper/visitor parking need
- 8 Long-stay commuter parking need

Vehicle type

- 1 Emergency vehicle
- 2 Cycle
- 3 Bus
- 4 Public service vehicle
- 5 Powered two-wheeler
- 6 Taxi
- 7 Shared/pool car
- 8 Cleaner/greener private car
- 9 Conventional private car

3.8.3. Policies

T16 Development proposals will be assessed against the parking standards set out in Appendix 1 of the UDP. Proposals that do not meet these standards will not normally be permitted. Parking requirement will be assessed on an individual basis as part of the Transport Assessment in cases where this is deemed necessary.

T17 The Council will consider proposals for new residential developments without the provision of car parking in appropriate locations and where there are effective mechanisms preventing car ownership.

T18 All developments must take account of the need to provide for people with disabilities. Specific parking provision for disabled people should be made in accordance with the Council's parking standards.

T19 The Council will not support the provision of additional public off-street car parks. Improvement of existing car parks will be undertaken, subject to resources.

T20 The Council will develop transparent criteria for use in considering further Controlled Parking Zones (CPZs).

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

T21 The Council will meet the needs of all road users by:

- managing the overall parking supply and demand to allocate space based on parking need and priorities
- supporting the legitimate parking and loading requirements of businesses
- supporting safe and efficient operation of public transport services in the Borough

T22 The Council will support effective parking management by:

- co-ordinating the management and charging of on-and off-street parking to ensure a comprehensive and complementary approach
- allocating parking permits based on transparent principles giving priority in accordance with a defined hierarchy of parking need

T23 The Council will seek to improve sustainable access by:

- seeking the provision of cycle parking in new developments
- providing secure cycle parking especially in areas of high demand
- ensuring that parking management is supportive of sustainable travel initiatives such as travel plans, car clubs and car free developments

T24 The Council will meet environmental objectives by:

- ensuring that parking management is supportive of local environmental improvement initiatives

3.9. Walking

3.9.1. The Walking Action Plan is set out in the LIP. The main aspects of the Plan are described below.

3.9.2. The aim of the Action Plan is to maximise the role of walking as a mode of transport in Haringey within an overall framework of road danger and traffic reduction and sustainable development.

There are a number of objectives:

- a) To improve the safety, security and convenience of walking in the Borough

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

- b) To integrate measures to help pedestrians with traffic management, cycling, bus priority and road safety schemes
- c) To improve pedestrian access to key destinations particularly schools, town centres and rail stations and interchanges
- d) To ensure that new development is pedestrian friendly
- e) To improve pedestrian facilities and the pedestrian environment, particularly for disable people and those with a mobility handicap
- f) To improve personal safety and security particularly at night
- g) To monitor the progress of the Plan

3.9.3. The Walking Plan puts forward as number of mechanisms to support more walking. These are described fully in the Plan.

3.9.4. Policies

T25 The Council will seek to provide a pleasant, safe environment for pedestrians, paying particular regard to the needs of people with mobility difficulties

T26 The Council will maintain existing footpaths and passageways in as safe and attractive form as possible paying particular attention to the needs of people with mobility difficulties

T27 The Council requires that new proposals should have a design and layout that encourages walking and cycling

3.10. Cycling

3.10.1. The Cycling Action Plan is set out in the LIP. The main aspects of the plan are described below.

3.10.2. The overall aim of the Action Plan is to maximise the role of cycling in Haringey within an overall framework of road danger and traffic reduction and sustainable development.

There are **5 key objectives**:

Objective 1: The Council will develop infrastructure for cycling to a high standard of planning, design and implementation, in particular to assist cyclists to integrate with traffic through measures such as speed reduction and improved traffic management.

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

The basis of the Plan is that the whole of the Borough's road network is available to cyclists and that this network should be safe to use by all cyclists. The focus of the Council's work is on improving the cycling environment by seeking to reduce traffic levels, introducing traffic calming schemes, specific treatments at junctions and traffic management, reallocation of road space to cyclists where feasible and provision of cycle lanes and tracks where necessary.

Objective 2: The Council will seek a reduction in road danger for cyclists by identifying and controlling the principal sources of threat.

The Council has adopted as policy the Road Danger Reduction Charter which seeks to reduce and eliminate road hazards at source. We have introduced a number of schemes to meet this objective including 20mph zones, safer routes to school, home zones, local safety schemes and town centre schemes with pedestrian priority.

Objective 3: The Council will pursue the objective of road danger reduction through investment in appropriate road-based cycle training to the National Standard, for children, adults and people with disabilities.

We are undertaking on- and off-road cycle training and we will be seeking to continue to do this subject to the availability of funding.

Objective 4: The Council will support Transport for London's [TfL] role in promoting cycling, for example by distributing leaflets and maps.

We will be raising the importance and benefits of cycling through the distribution of publicity leaflets etc as well as supporting local cycling groups in events such as Bike Week. We will be supporting cycling through work to implement the Council's own staff travel plan.

Objective 5: Through its policies in the UDP, the Council will ensure that new development is cycle-friendly and that where required, travel plans include cycling as a key alternative to the car and public transport.

3.10.3. Policies

T28 The Council supports improvement, protection and creation of the London Cycle Network in Haringey including London Cycle Network Plus routes where possible

Draft Local Implementation Plan

Chapter 3 London Borough of Haringey Transport Strategy

T29 The Council will fully take into account the needs of cyclists in the design of traffic management schemes

T30 The Council will require cycle parking as part of new developments as set out in the Parking Standards Appendix in the UDP

T31 The Council requires that new proposals should have a design and layout that encourages walking and cycling

T32 The Council will support cycle training and promotion of cycle use through publicity as resources allow

3.11. Freight

3.11.1. The movement of water and rail freight is generally less environmentally intrusive than freight moved by road. However, the provision of water and rail freight facilities may, in some situations, give rise to local lorry movement as freight is transferred intermodally. Each scheme will be examined on its merits.

3.11.2. Policy

T33 The Council will seek to retain existing rail freight and water transport facilities that are still needed for operational purposes and the provision of additional facilities provided these do not give rise to undue local environmental disturbance. The Council will also support the use of rail or water transport during construction of new development where it would be feasible.

*Note: These forms will be fully completed when the LIP
Proposals consultation has concluded*

Equality Impact Assessment form	
Name of strategy, project or policy:	London Borough of Haringey – Local Implementation Plan 2005-2009
Officer completing assessment:	Bob Turner
Telephone:	020 8489 5571
1. What is the main purpose of the strategy/project/policy?	To indicate the proposals of the London Borough of Haringey for the implementation of the Mayor's Transport Strategy, pursuant to Section 145 of the Greater London Authority Act 1999.
2. List the main activities of the project/policy (for strategies list the main policy areas):	
3. Have you consulted on this policy?	Individual policies have been the subject of the Council's normal consultation procedure. The full draft Local Implementation Plan has been subject to early consultation with a range of stakeholder groups
4. Have you explained your policy to people who might be affected by it directly or indirectly?	
5. Who will be the main beneficiaries of the strategy/project/policy?	The Haringey Local Implementation Plan contains a very wide range of measures designed to benefit all who live and work in the Borough. Particular attention has been paid to transport disadvantaged groups such as disabled and elderly persons through proposals for community and accessible transport.

Draft Local Implementation Plan

Chapter 4 Equality Impact Assessment

5a Please complete table 1 and give reasons/comments. Where you think that the strategy/project/policy could have a negative impact on any of the equality target groups i.e. it could disadvantage them and impact is high complete full assessment where you think that the strategy/project/policy could have a positive impact on any of the groups or contribute to promoting equality, equal opportunities or improving relations within equality target groups.

Equality Target Group	Positive Impact – it could benefit		Negative Impact – it could disadvantage		Reason
Equal Opportunities /or improved relations	Legal	Intended	Level – High	Level – Low	
Gender					
Women	✓				
Men	✓				
Race					
Asian or Asian British people	✓				
Black or Black British People	✓				
Chinese people and other people	✓				
People of mixed race	✓				
White people (including Irish people)	✓				
Disabled people	✓				
Lesbians, gay men and bisexuals	✓				
Transgender people	✓				
Older people (60+)	✓				
Younger people (17-25) and children	✓				
Faith groups	✓				

Draft Local Implementation Plan

Chapter 4 Equality Impact Assessment

5b What improvements to the strategy, project or policy could mitigate adverse impact?	
6. Is there a need to consult on this policy?	Yes. Consultation is being undertaken at all stages
7. Have you set up equality monitoring systems to carry out regular checks on the effects your policy has on: a) racial groups b) other equality target groups	Yes The monitoring system is contained in ' <i>Equalities Indicators and Monitoring Procedures</i> ' published by the London Borough of Haringey in June 2004
8. Have you introduced changes you planned, with any necessary training? Does everyone involved in the policy know and understand what you have done? Are they able to put the policy into practice?	
9. How is the success of the policy and functions measured?	
10. What are your performance indicators for this policy	The Local Implementation Plan for Haringey contains a large number of performance indicators. Some of these are specified by outside agencies (including Transport for London). Details are to be found in Chapter 9 of this document.

5.0. Introduction

5.0.1. The format of this Chapter is common for each Section. The Mayor's 8 priorities as set out in the Mayor's Transport Strategy [MTS] are addressed.

- 5.1 Improving Road Safety
- 5.2 Bus Priority
- 5.3 Relieving Traffic Congestion and Improving Journey Time Reliability
- 5.4 Improving the Working of Parking and Loading Arrangements
- 5.5 Improving Accessibility and Social Inclusion
- 5.6 Encouraging Walking
- 5.7 Encouraging Cycling
- 5.8 Bringing Transport Infrastructure to Good State of Repair

Within each priority area and the associated proposals and the additional projects the Council is proposing the format is:

MTS Policy and/or Proposal
Relevant Performance Indicators/Targets
Proposed Schemes/Programme

Two further sections are included in this chapter which, although not relating directly to Mayoral Transport Priorities, underpin other policies.

- 5.9 Town Centres
- 5.10 Travel Awareness

5.1. Mayoral Priority Area: Improving Road Safety

MTS Policy and/or Proposal

Proposal 4G.7: Transport for London [TfL] will develop, with the London boroughs, the police and other relevant organisations, the first London-wide Road Safety Plan. The London Boroughs will be expected to adopt the approach set out in the plan and to publish their own Road Safety Plans as an integral part of their Local Implementation Plans, outlining how the target reductions are to be achieved locally.

Proposal 4G.9: The London boroughs and Transport for London should make greater use of their increased powers to introduce 20mph zones and speed limits, where appropriate. Priority will normally be given to residential areas with large numbers of children, such as outside schools. The London

Draft Local Implementation Plan

Chapter 5 LIP Proposals: Improving Road Safety

boroughs are also encouraged to consider the use of Safer Routes to Schools and Home Zones to complement 20mph speed limits. Consideration will be given to implementing 20mph areas, including sections of the Transport for London Road Network [TLRN] where there are very high pedestrian flows, road safety problems, and schemes can be effectively enforced and are without detriment to priority traffic.

Performance Indicators/Targets

The Mayor published the London Road Safety Plan in November 2001. This set out London targets in addition to the national targets. These national and London targets, to be achieved by 2010, are as follows:

- *40% reduction in killed and seriously injured casualties*
- *40% reduction in pedestrian killed and seriously injured casualties*
- *40% reduction in cyclist killed and seriously injured casualties*
- *40% reduction in powered two wheeler casualties*
- *50% reduction in children killed and seriously injured*
- *10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres [currently this is set at 10% reduction in slight casualties]*

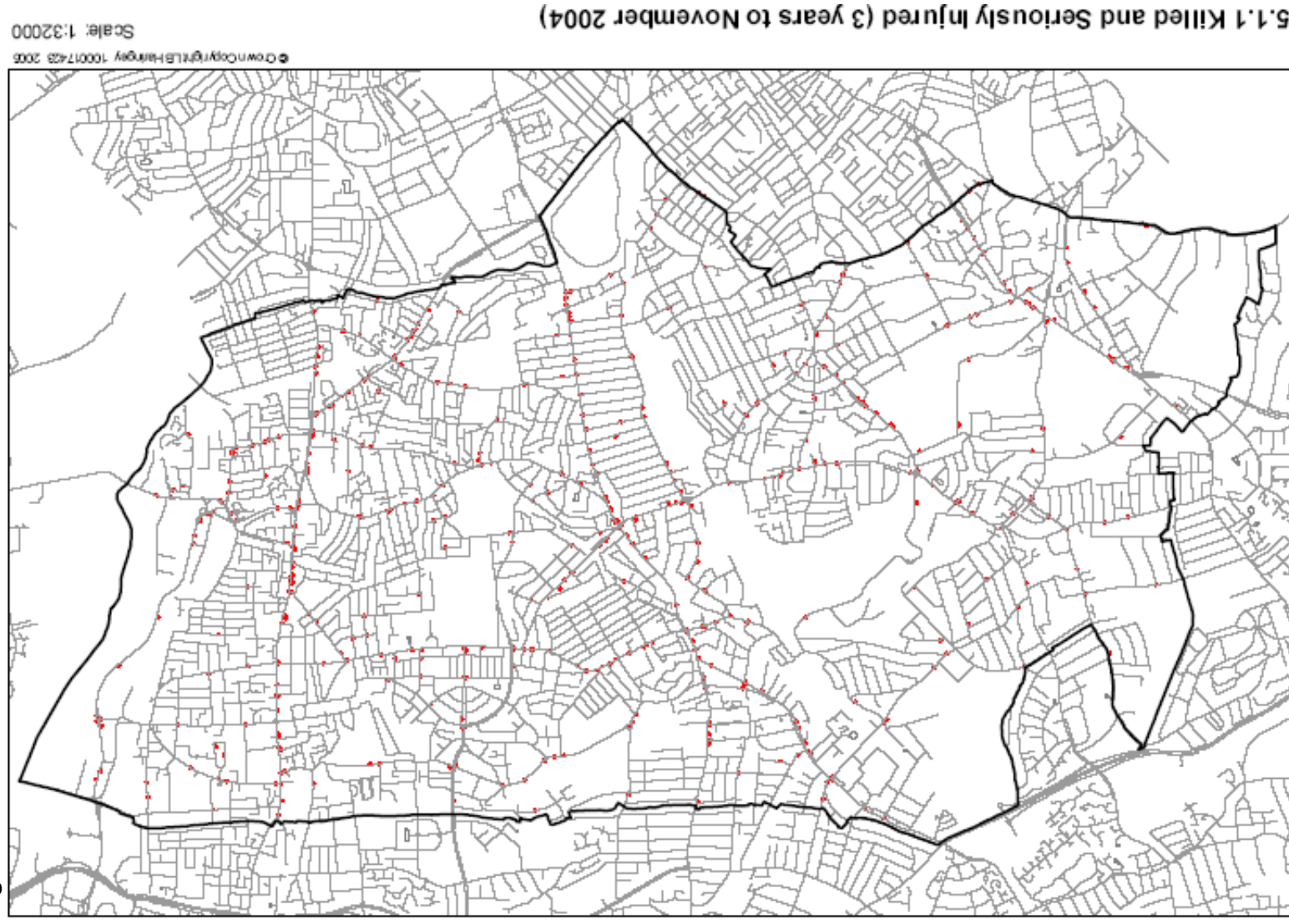
School Road Safety

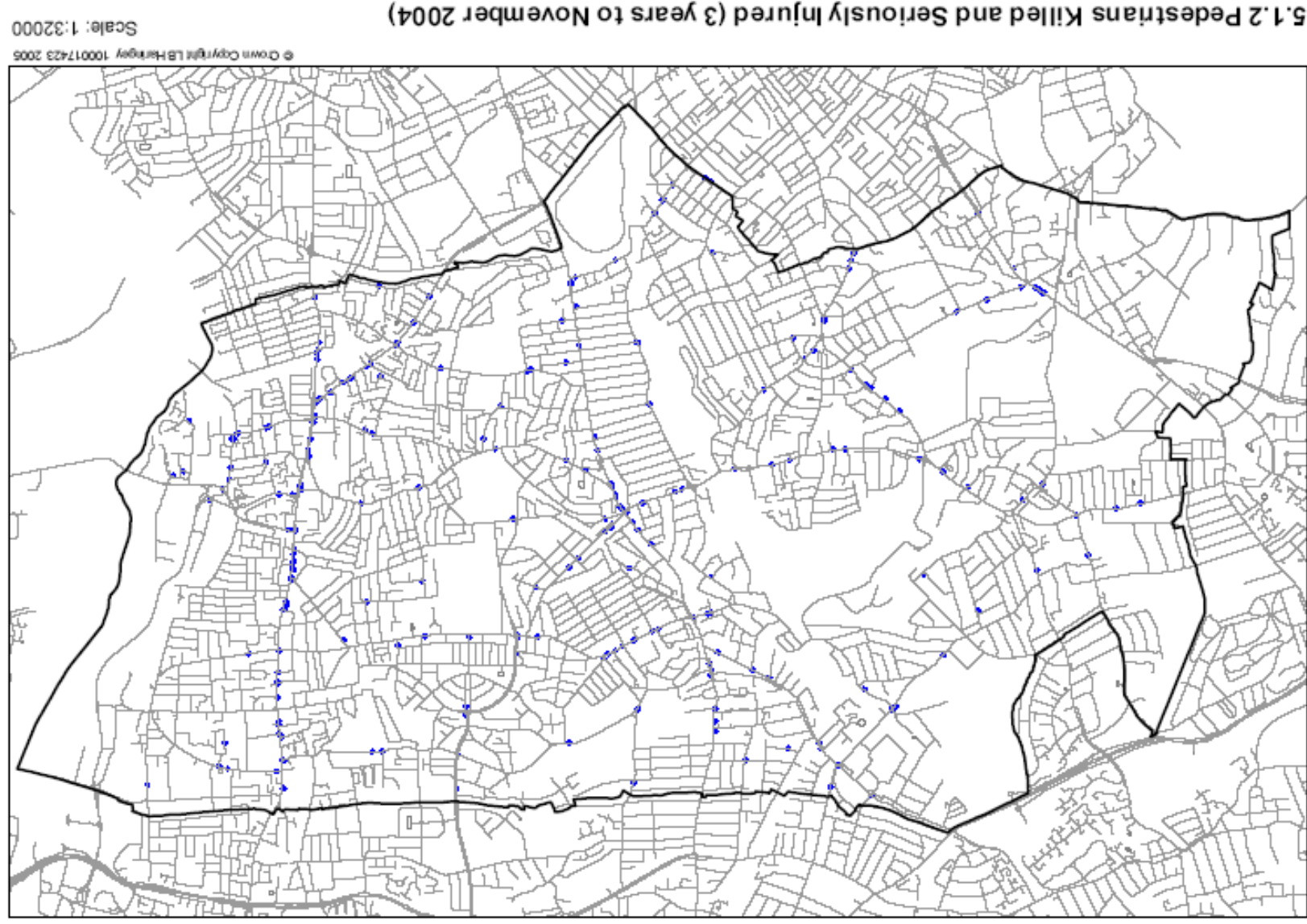
5.1.1. LIP guidance requires boroughs to review road safety around all primary and secondary schools in London by 2008. Where the reviews show these to be necessary, 20mph zones or other safety measures must be implemented by 2011 to achieve target reductions in London's Road Safety Plan.

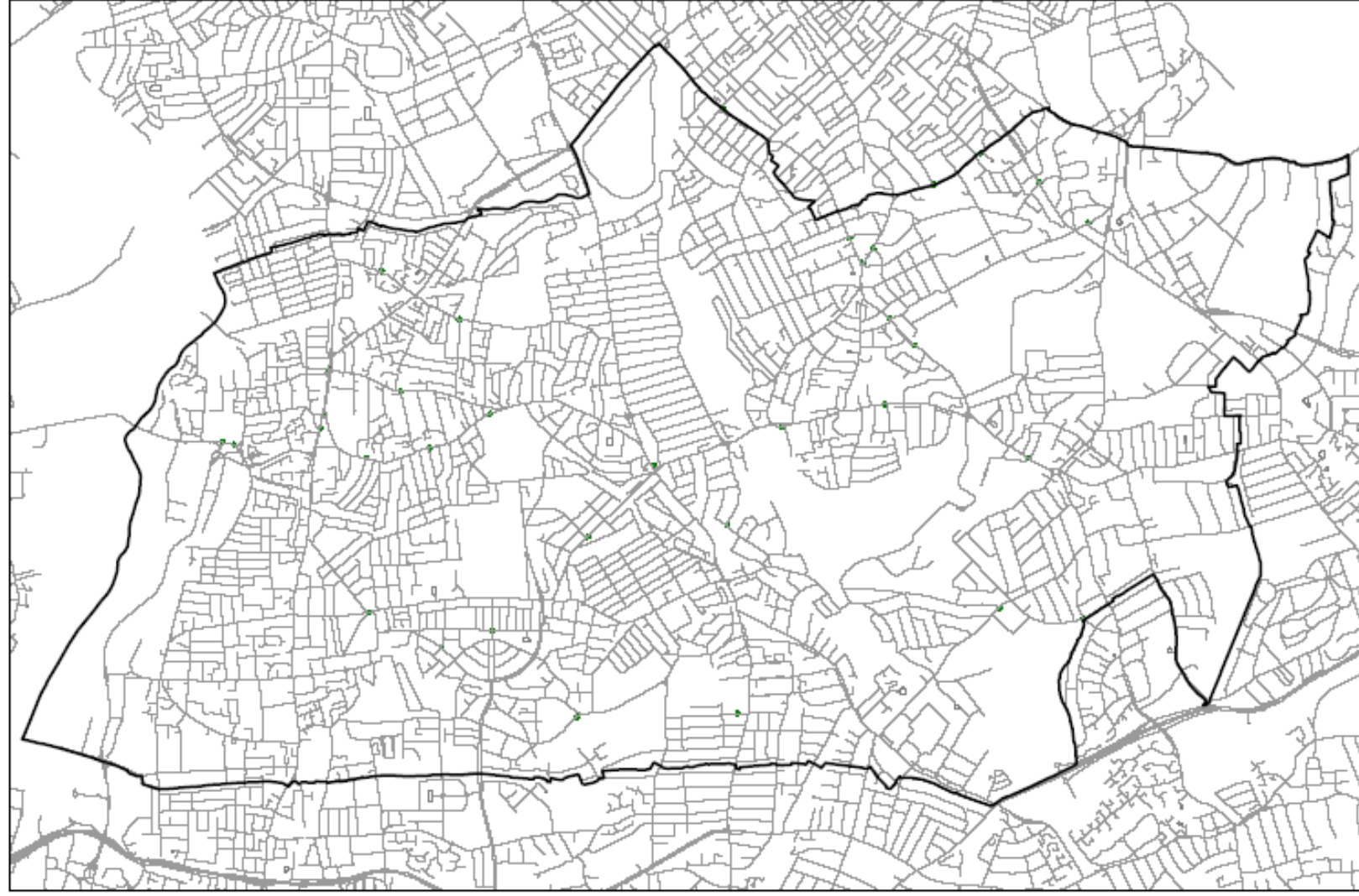
Proposed Schemes

5.1.2. The Council has included its Road Safety Plan in Chapter 6 of the LIP. The schemes being proposed are set out in outline as future road collision patterns and number of casualties clearly cannot be predicted. The focus is on reducing casualties for the priority areas above in the deprived east of the Borough. Our Road Safety Plan shows a clear link between casualties and the level of deprivation. Other research findings support this link. The Borough-wide pattern of accidents for the target areas for casualty reduction are shown on Figures 5.1.1 to 5.1.6. An analysis of collision patterns shows that about 25% of all casualties in Haringey occur on the Transport for London Road Network.

Pages 5 -3 to 5-8 Inclusive are reserved for 5 Accident plot maps
Figures 5.1.1 to 5.1.5

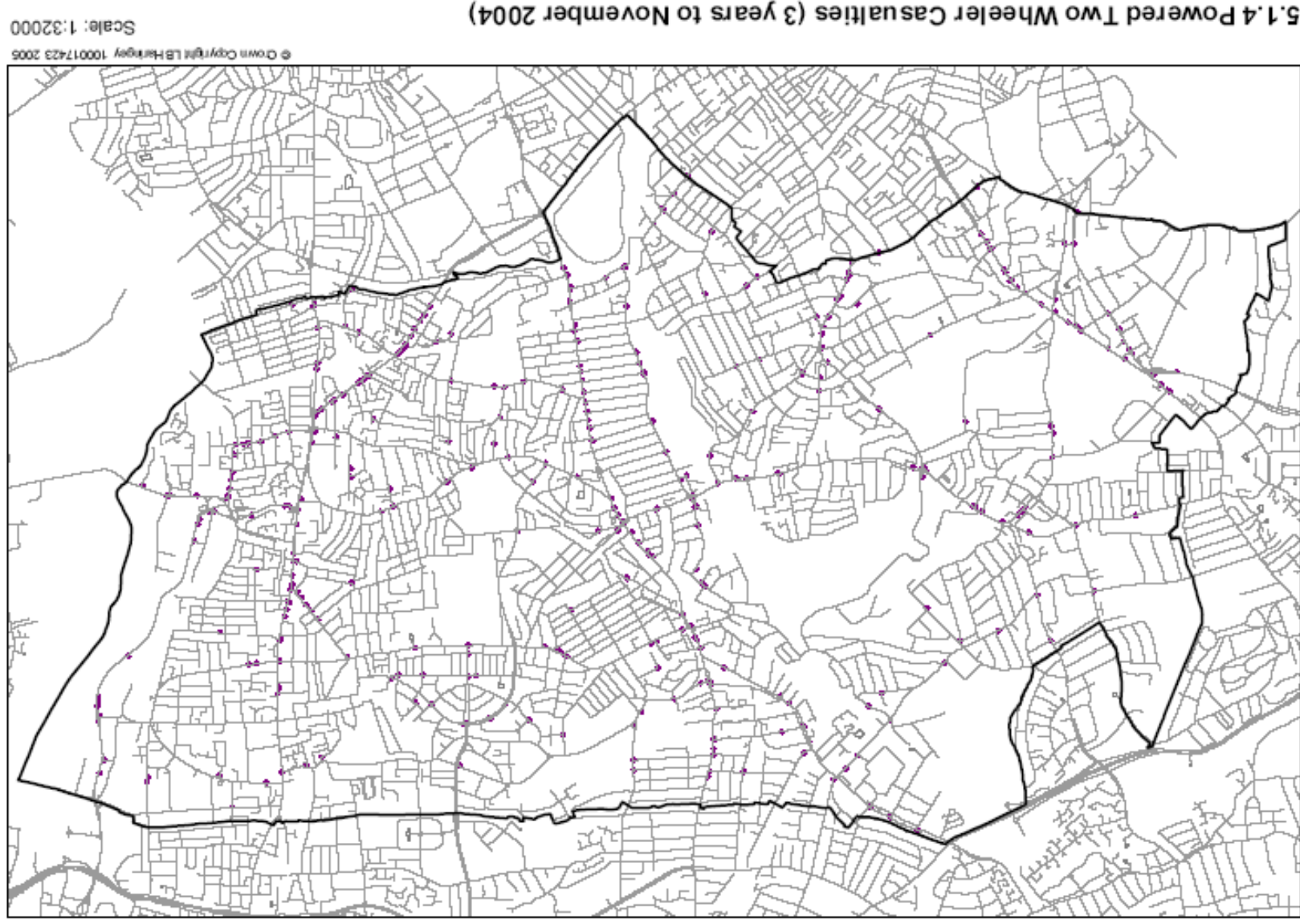


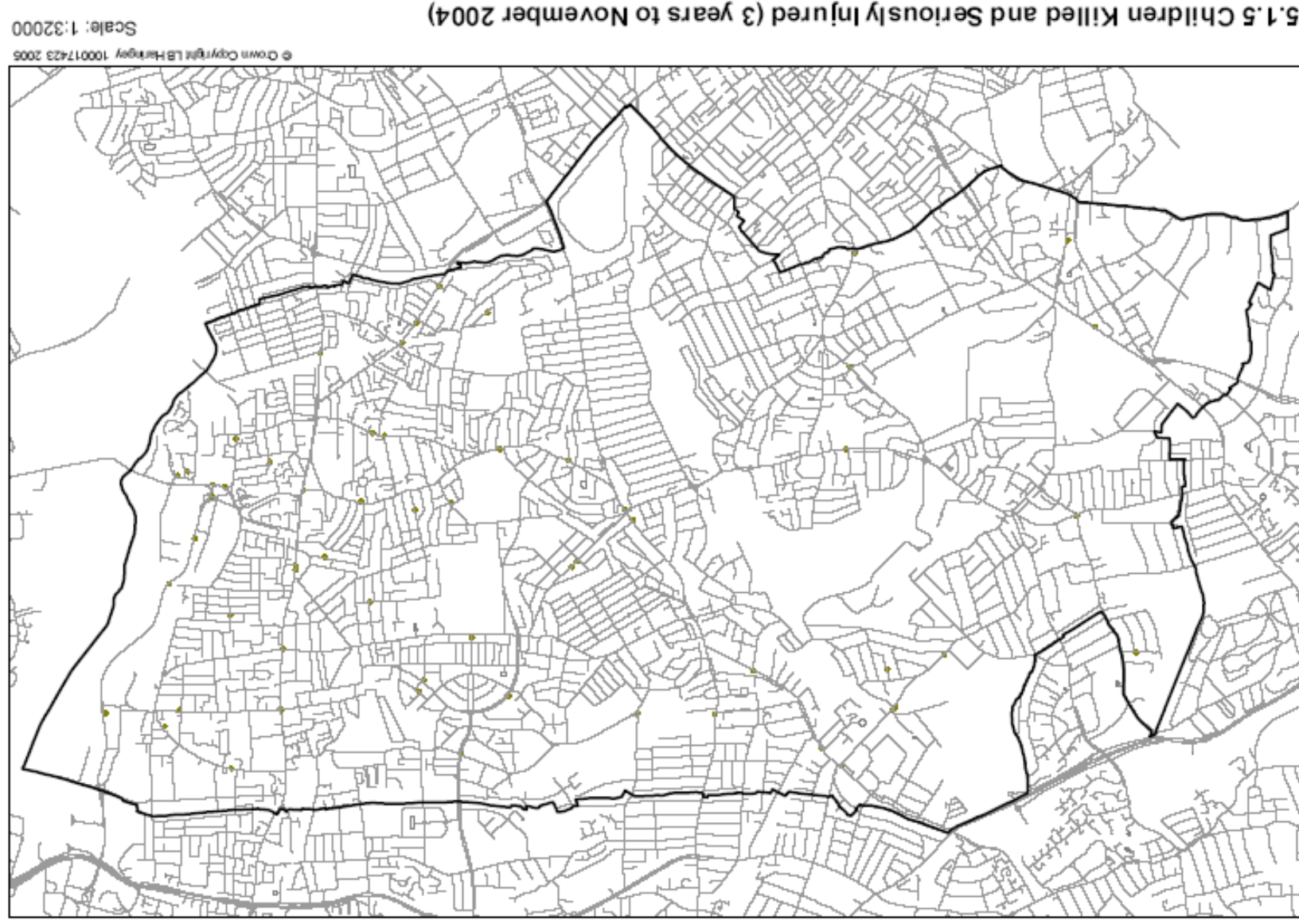




5.1.3 Cyclists Killed and Seriously Injured (3 years to November 2004)

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Scale: 1:32000





Schemes for 2005/6

These schemes have been supported through the BSP submission for 2005/6.

Table 5.1.1 2005/6 Borough Spending Plan Schemes

Location	Accidents			Proposed Measures	Estimated Cost (£k)
	P2W	Pedestrian	Cyclist		
West Green Road/Green Lanes junction	1	4		Kerb buildout; street lighting	40
High Road, N17 between Lordship Lane and White Hart Lane	6	21	2	Pedestrian crossing; street lighting	110
Green Lanes from Turnpike Lane and Frobisher Road	1	19	1	Remodel junction; pedestrian facilities	140
Philip Lane between West Green Road and Town Hall Approach Road	4	10	5	Street lighting; traffic calming/ management	90
Park Road, N8 between Wolseley Road and Cranley Gardens	2	15	2	Zebra crossing	35
Total	14	69	10		415

Schemes/Programme for 2006/7 to 2010/11

5.1.3. As noted above an analysis of road accident data has shown that many casualties occur on the main road network. Our programme for 2006/7 to 2010/11 is shown below. Detailed analysis has not been undertaken as accident patterns change. For each of the target areas, schemes for the following areas will be developed in detail. As some roads are on the TLRN, the Council will work with TfL to reduce casualties. The schemes in Table 5.2 are based on higher than average concentrations of road casualties based on the average for Haringey.

Table 5.1.2 Road casualty target areas

Location	Target Areas					
	All KSI	Pedestrian KSI	Cyclist KSI	Powered two wheeler	Child KSI	Slight casualties
Broad Lane*	✓			✓		
Bounds Green Road	✓		✓			
Archway Road*	✓			✓		
High Road, N17*	✓	✓		✓	✓	
Wightman Road	✓			✓		
Green Lanes	✓	✓	✓	✓		✓
Seven Sisters Road*		✓	✓	✓	✓	✓
High Road, N22		✓	✓	✓		✓
West Green Road		✓				✓
Lordship Lane		✓	✓			✓
High Road, N22/ Turnpike Lane junction		✓				✓
Watermead Way				✓		✓

* TLRN road

5.1.4. The location of slight casualties is widespread and measures to treat the higher severity would address slight casualties. The Council's work in progressing 20mph zones will also address this type of road casualty. Table 5.1.3 below includes other road with high numbers of road casualties across the target areas and non-target areas.

**Table 5.1.3 Road Casualty Target Areas
Programme for 2006/7 to 2010/11**

Location	Cost £k			
	2006/7	2007/8	2008/9	2009 - 2011
Bounds Green Road	50			
Wightman Road	50			
Green Lanes	50			
High Road, N22	50			
West Green Road	50			
Lordship Lane	50			
High Road, N22/Turnpike Lane junction		50		
Watermead Way		50		
St Anns Road		50		
Lordship Lane/High Road, N17 junction		50		
Bounds Green Road/High Road, N22		50		
Philip Lane			50	
High Road, N22/Lordship Lane			50	
Crouch End Hill			50	
Muswell Hill			50	
High Road, N17			50	
Other roads/areas				500
Total	300	250	250	500

School Road Safety

5.1.5. There are 55 primary and 11 secondary schools in the Borough. A consultants study was undertaken focused on half of the schools in the Borough with the highest priority given to assessing road safety around schools in the east of the Borough. This focus was made to address issues of social inclusion and regeneration. The remaining schools would be assessed in 2007/8. The study analysed child cyclist and pedestrian collisions over the 3 year period between August 2001 and July 2004. It found that, Borough-wide, there were 130 collisions with injuries. Details of these collisions are set out in Table 5.1.4 below.

Table 5.1.4 Child and Pedestrian Collisions August 2001 to July 2004

Type	Severity		Total
	Serious	Slight	
Pedestrian	24	89	113
Cyclist	3	14	17
Total	27	103	130

An analysis was undertaken of collision patterns at different junction types. Of the 130 collisions, analysis of 5 was not possible due to lack of data. The results are shown below in Table 5.1.5

Table 5.1.5 Analysis of Child and Pedestrian Collisions.

Location Type	Pedestrian [Serious]	Pedestrian [Slight]	Cyclist [Serious]	Cyclist [Slight]	% of Total Collisions
Traffic signalised junctions	6	10	1	2	15.2
Give Way, Stop Sign junctions	6	39	2	6	42.4
Uncontrolled junctions	1	7	0	2	8
Not within 20m of a junction	10	31	2	0	34.4
Total	23	87	5	10	100

5.1.6. The data shows that most collisions occur at give way junctions and on roads without formal crossings.

5.1.7. The 130 collisions involving children were plotted to identify clusters in relation to the 33 schools assessed. The analysis showed that there were few clusters of collisions. None were identified around school entrances or close by. However, casualties did occur in clusters on major roads particularly on the TLRN. 11 key collision locations were identified. Of these 4 are on the TLRN.

Draft Local Implementation Plan

Chapter 5 LIP Proposals: Improving Road Safety

5.1.1.8. Further analysis of the pedestrian and cyclist collision data shows that 58 pedestrian injury collisions took place on the way to school. Of this 41 occurred walking to schools in the east of the borough. Only 1 cyclist injury collision took place on the way to school. This happened in the west of the Borough.

5.1.1.9. Of those pedestrian casualties occurring on the journey to/from school in the east, 28 happened on A roads and the TLRN. The remaining 13 collisions happened on B roads or local roads. It is not considered appropriate to implement 20mph speed limits and accompanying physical measures on A roads and the TLRN as these measures would conflict with their strategic role and importance for bus services. An assessment for the 12 pedestrian collisions on the non-TLRN A road network is set out in the table 5.1.1.6 below.

Table 5.1.1.6 Assessment of Pedestrian Collisions on non TLRN network

Location	Proposed Measure	Cost (£k)
Westbury Avenue/Lakefield Road	Conversion of zebra to pelican	N/A scheme implemented in BSP 2004/5
The Roundway/ Gospatrick Road	Pedestrian crossing	100
St Anns Road/Blackboy Lane	Guard railing; other safety measures	50
High Road,N22/Turnpike Lane	Linked to Congestion Hotspot analysis [see below]	N/A
Green Lanes/Westbury Avenue	As above	N/A
Green Lanes/Langham Road	As above	N/A
High Road, N17/Park Lane	As above	N/A
Lordship Lane/Redvers Road	As above	N/A
High Road, N17/Ruskin Road	As above	N/A
Green Lanes/Pemberton Road	As above	N/A
West Green Road/Lawrence Road	As above	N/A
Turnpike Lane	As above	N/A
Total		150

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Improving Road Safety

Possible measures for the 13 sites on local non-A roads are described in Table 5.1.7 below.

Table 5.1.7 Possible measures on non A-Roads

Location	Proposed Measure	Cost (£K)
Reform Row	Safety measures implemented in 2004/5	N/A
Wolves Lane/White Hart Lane	Traffic calming measures	80
Wightman Road	Traffic calming measures	120
Antill Road/Montague Road	Part of proposed 20mph zone for residential area within Tottenham gyratory [see below]	N/A
Langham Road	Entry treatment	30
Philip Lane	Safety measures to be implemented in 2005/6	N/A
Hampden Road	Traffic calming measures	30
Falkland Road	Part of existing 20mph zone	N/A
Bury Road/Lymington Avenue	Part of proposed 20mph zone for Noel Park [see below]	N/A
Stoneleigh Road/Brook Street	Traffic calming measures	50
Antill Road/Tynemouth Road	Part of proposed 20mph zone for residential area within Tottenham gyratory [see below]	N/A
Northumberland Park	Some safety works completed; further traffic calming measures	100
Crowland Road	Part of existing 20mph zone	N/A
Total		410

Reserved for Figure 5.1.6 20mph Zones

**Table 5.1.8 School Road Safety
Schemes/Programme for 2005/6 – 2010/11**

Location	2005/6 £K	2006/7 £K	2007/8 £K	2008/9 £K	2009-2011 £K
Wightman Road		120			
Northumberland Park		100			
Wolves Lane/White Hart Lane			80		
Langham Road			30		
Hampden Road			30		
Stoneleigh Road/ Brook Street			50		
West of the Borough study			20		
West of the Borough implementation				200	300
Total	£0	220	210	200	300

20mph Zones

5.1.1.10. The Council has implemented a large number of 20mph zones over the last 10 years or so. The focus of this work has been the east of the Borough to address the relatively high number of road collision casualties, reduction in social exclusion and to support regeneration initiatives. Figure 5.1.6 shows existing, planned/ programmed and proposed 20mph zones. As can be seen much of the east of the Borough has or will soon be within a 20mph zone. The programme will be to largely complete 20mph zones in residential areas in the east with in the longer-term redirection towards dealing with area wide road safety measures in the west.

5.1.1.11. There is evidence that 20mph zones are effective measures to reduce road collision casualties over an area. A recent Transport for London study has shown that 20mph zones in London reduced killed and seriously injured casualties by 57% and the frequency of injury collisions by 42%.

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Improving Road Safety

5.1.1.12. It is not possible to carry out detailed analysis of road collision data for the LIP. Figures 5.1.2 to 5.1.7 have plots of the targeted types of road collision casualties: all killed and seriously injured, pedestrian killed and seriously injured, cyclist killed and seriously injured, powered two wheeler killed and seriously injured, children killed and seriously injured and slight casualties. The data shows that in residential areas the level of road collision casualties is lower and more dispersed and support the case for an area-wide treatment.

5.1.1.13. The Council submitted bids in BSP 2005/6 for 20mph schemes in West Green, Stroud Green and South Tottenham areas totalling £450,000 for 2005/6. This bid was fully supported by TfL.

Table 5.1.9 20 mph Zones - Schemes/Programme for 2005/6 – 2010/11

Location	2005/6	2006/7	2007/8	2008/9	2009-2011
	£K	£K	£K	£K	£K
South Tottenham area	100				
West Green area	200				
Stroud Green area	150	150	200		
White Hart Lane area		200	100		
Tottenham Hale area			100	150	
Noel Park area enhancement				100	
Hornsey area				150	
Crouch End/Muswell Hill					400 per year
Total	450	350	400	400	800

5.1.14. The programme for Tottenham Hale area would support plans to address the severance and safety issues for Tottenham gyratory. A masterplan for the Tottenham Hale area is being developed. The 20mph programme for this area would take into account this process and the measures to be developed. The scheme for the Hornsey area would complement the plan to enhance Hornsey High Street being funded through S 106 negotiated for a major residential development at Hornsey Waterworks site within Haringey Heartlands. The Noel Park estate was traffic calmed several years ago. However, it is not a designated 20mph zone and work would be needed to enhance the measures to bring it up to the required standard.

Home Zones

5.1.15. Home Zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users. This is a way to restore safety in communities where speeding traffic is becoming a problem. Home Zones work through alteration of roads so that motorists are forced to drive with greater care and at lower speeds. Elements being measured include traffic volume, speed and displacement, environmental improvement, street activity and changing attitudes.

5.1.16. The aims for Home Zones are:

- To change the way that streets are used and to improve the quality of life in residential streets by making them places for people, not just for traffic
- To improve traffic calming, parking areas, trees and bushes, seating and small play areas slow traffic right down
- To reduce traffic speeds

5.1.17. Clear signs and surface material reinforce the message to drivers that they are entering a different kind of street.

5.1.18. We have completed a small home zone in Linden Road, N15 in the West Green area. We are currently implementing a much larger scheme in Tower Gardens estate in north Tottenham. This will initially be focused on a 20mph zone with areas within this planned to give priority to pedestrians over vehicle traffic. We have received BSP funding for 2005/6 of £350,000 with a commitment for 2006/7 for £100,000.

5.1.19. Our work in developing possible future home zones will be based on a number of criteria [not in priority order]:

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Improving Road Safety

- 1 The level of road collision casualties particularly pedestrian and cyclist casualties
- 2 The volume and speed of traffic through a residential area
- 3 The level of deprivation within the residential area
- 4 The presence or otherwise of a regeneration area such as NDC, SRB or NRF
- 5 Whether there are existing physical measures to reduce traffic speed
- 6 The level of support from the local community
- 7 The extent to which the home zone would complement other initiatives eg improvements to public realm, town centre schemes, the Mayor's 100 public spaces

5.1.20. The assessment of potential future home zones would apply a weighting to these criteria to develop an objective evaluation of potential schemes. Home zones are expensive to implement and can cost £10,000 per metre length of standard carriageway/footway width. Future possible schemes will be evaluated for value for money against alternative measures such as a 20mph zone.

Table 5.1.10 Home Zones - Schemes/Programme for 2005/6 – 2010/11

Location	2005/6	2006/7	2007/8	2008/9	2009-2011
	£K	£K	£K	£K	£K
Tower Gardens	350	100			
Development programme		10	10	10	20
Home Zone Programme			400	400	800
Total	350	110	410	410	820

5.2. Mayoral Priority Area: Improving Bus Journey Times and Reliability

MTS Policy and/or Proposal

Proposal 4F.2: TfL will devote greater resources to reviewing and improving the performance and reliability of individual routes through more effective operational management, in partnership with the operators, London boroughs and enforcement agencies

Proposal 4F.3: TfL, with the operators, London boroughs, and other interested parties, will ensure sufficient bus garage and standing facilities can be provided to meet the needs of the London bus network, including the requirements of the revised contracting regime and to facilitate the expansion of the network.

Proposal 4F.6: Bus priority and protection against congestion will be substantially increased on all bus routes London-wide, both in the amount of street space allocated and the time of operation. The current phase of the LBPN will be completed by April 2004

Proposal 4F.7: All bus routes will be effectively enforced, to protect against illegal stopping and other traffic offences, using cameras wherever possible. Emergency vehicles operated by the police, London Ambulance Service or London Fire Service will be able to use bus lanes at all times. All bus stops on routes with 24-hour bus services or routes in the London Bus Initiative or London Bus Priority Network will have 24 hour bus stop clearways. At other stops there will be a general presumption in favour of 24-hour clearways but as a minimum, there must be clearways that cover the operating hours of the bus route.

Proposal 4F.8: TfL and the boroughs will promote and implement a package of whole route enhanced, intensified and enforced bus priority measures on major bus corridors. Together with other complementary measures, this will provide a high quality, fully accessible bus network on the London Bus Initiative BusPlus routes.

Proposal 4G.4: TfL, working with the police and the London boroughs, will introduce camera enforcement on all 700 bus lanes in Greater London by April 2002.

5.2.1. The Council has a commitment to introducing further bus priority measures. We have supported the implementation of the London Bus Priority Network since its inception and are including the common statement below.

Common Statement on London Bus Priority Network

Introduction

The London Bus Priority Network (LBPN) was originally an 865km network of borough roads across London that complemented the Priority (Red) Routes. It was developed in 1994 by the 33 boroughs and London Transport who jointly developed in liaison with the Government Office for London (GOL) and the then Traffic Director for London, a cross boundary bus network for the whole of London. To aid boroughs with funding and to assist buses off the original Network from 2003, the LBPN covers all borough roads that carry buses.

The LBPN partnership is well established and recognised by TfL and boroughs alike. The LBPN is now in its eleventh year and has been preparing a consistently accepted annual bid on behalf of boroughs for bus priority.

Project Development

The cost for the implementation of bus priority schemes on the London Bus Priority Network should continue to be financed at no cost to the local authorities. Over the eleven years the project has been allocated a total of £146.65 million and the recent announcement of a further £19 million for expenditure in 2005/06 is testimony to the success of the LBPN as a partnership delivering effective bus priority schemes across the Capital

Up to the end of March 2004 the LBPN as a project has resulted in the boroughs implementing over 3,500 bus priority schemes.

Continuing support for the LBPN Partnership

Haringey Council is committed to the continued support for the LBPN as a partnership that will:

- allow a co-ordinated approach to bus priority and provide a London-wide strategy that all boroughs could follow.
- ensure that the management structure remains in place to allow the boroughs to retain their independence but at the same time provide a co-ordinated approach and effective working on the project.
- Co-ordinate future year's package bids for funding through the appropriate bidding processes

Performance Indicators/Targets

There are two PIs/Targets that must be achieved by TfL and the boroughs. These are:

- Bus Excess Wait Time [EWT]: TfL to reduce bus EWT to 1.3 minutes per passenger journey by 2009/10
- Bus Journey Times: the bus journey times target will be set by summer 2005

5.2.2. Current performance [based 3rd Quarter 2004/5 QSI data] is an average 1.2 for all high frequency routes. However, within the average, 9 routes have a higher EWT.

5.2.3. Although the Borough Bus Target has not been formally defined, there are four relevant performance indicators that will be used to monitor progress as shown below.

- Total bus lane kilometre/hours in operation per borough
- Number of bus priority junctions in operation per borough
- Number and percentage of bus stops with clearways per borough
- Number and percentage of accessible bus stops per borough

Schemes/Programme for 2005/6 – 2010/11

5.2.4. Consultants have assisted in the development of the bus priority programme. Data was collated and analysed relating to the following areas:

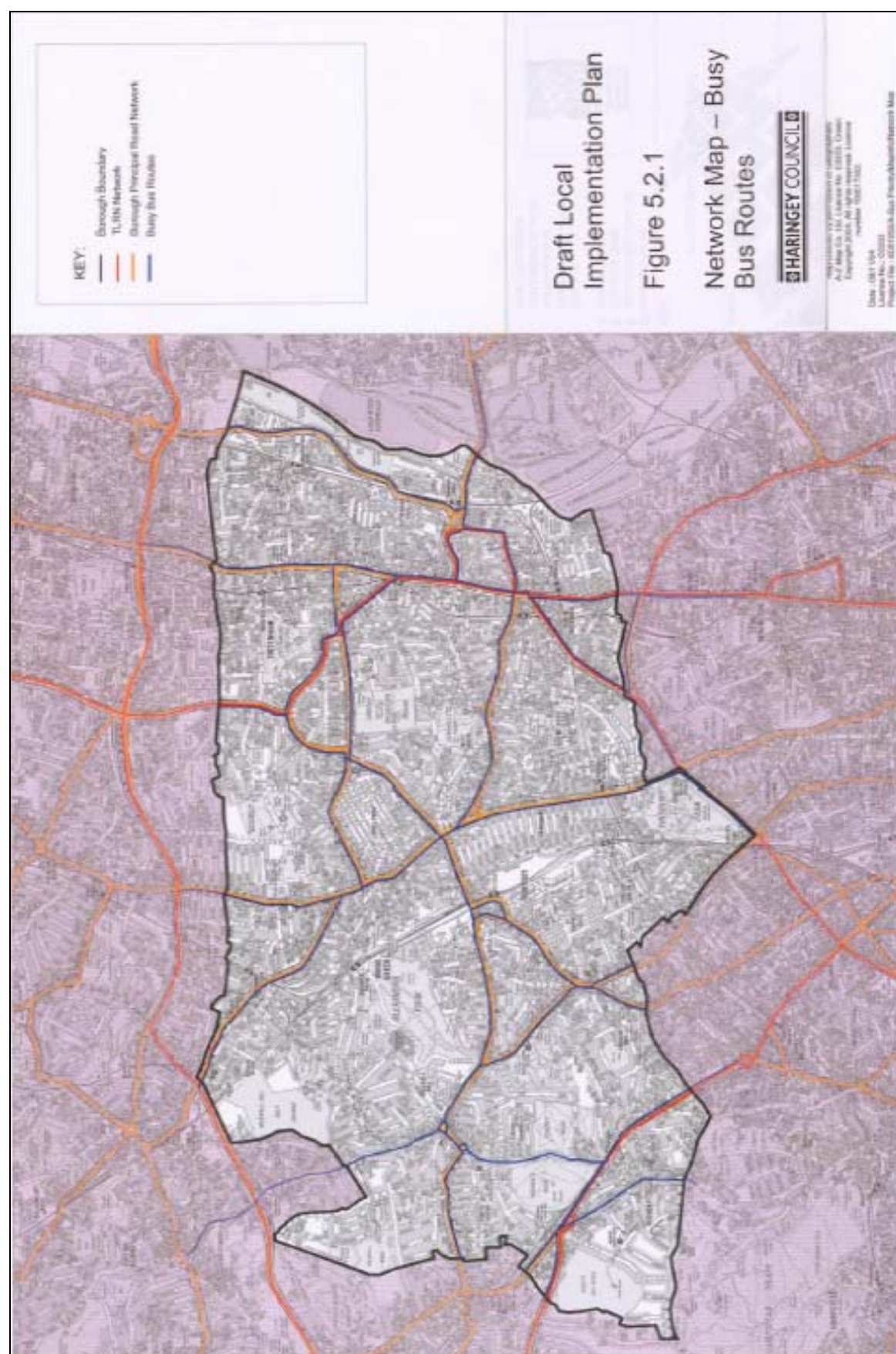
- Location of A roads and Busy Bus Routes
- Route patronage
- Route frequency
- Current problem areas and root causes
- List of schemes already implemented
- Bus lane locations

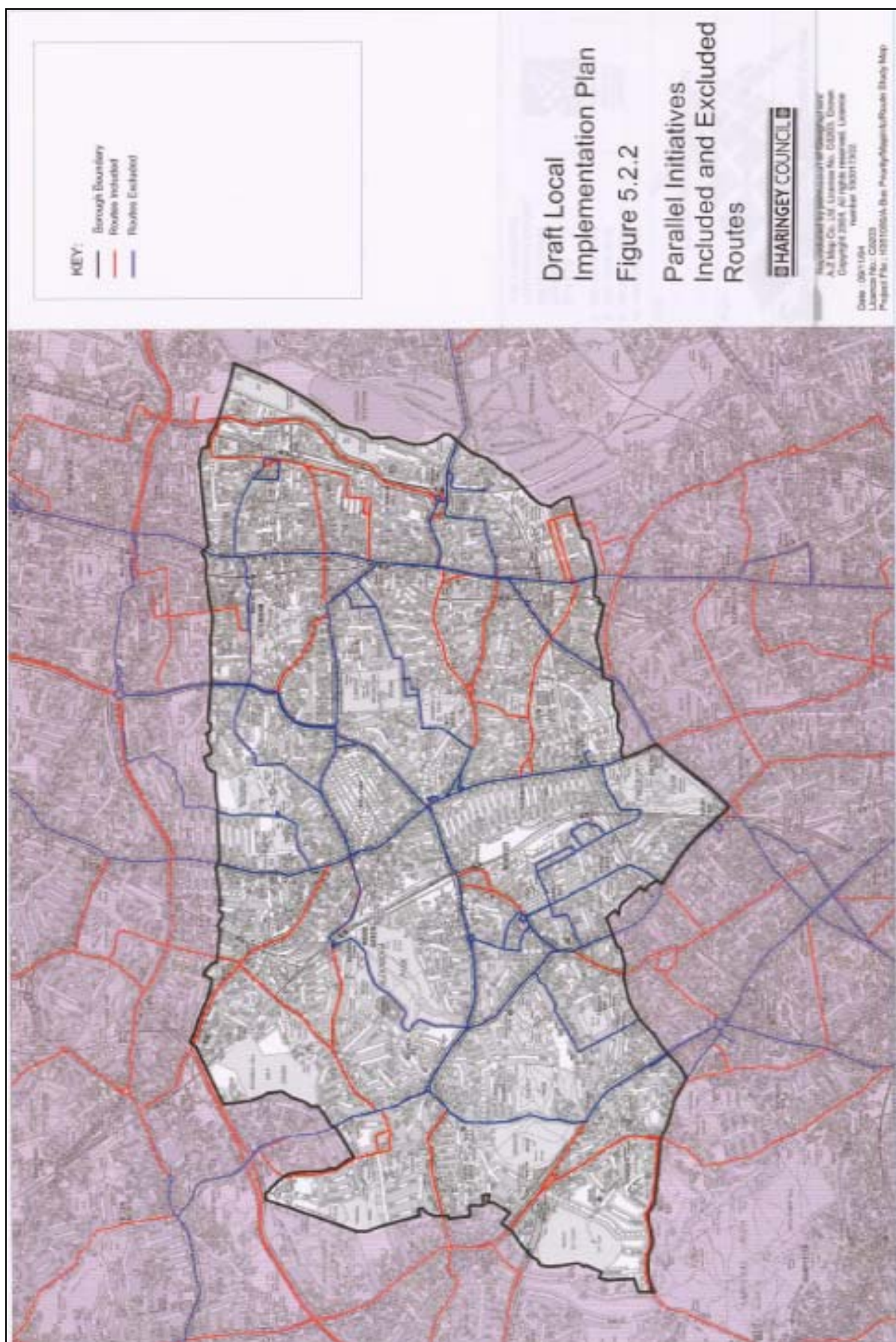
The location of A roads and Busy Bus Routes is shown as Figure 5.2.1 Route patronage data has been provided by TfL Buses. Route frequency data has been derived from timetables. TfL Buses have provided information on current problem areas which is shown in Table 5.2.2, together with other congestion locations identified. Figure 5.2.2 shows bus lane locations and bus patronage levels. The Council has implemented bus priority measures through LBPN, LBI1 and LBI2. These measures have benefited bus movement on the following routes: route 43 [Total Route Upgrade], routes 29/329, 134, 144, 149, and 279 [LBI1] and route 123 [LBI2]. The Council has commissioned consultants to develop bus priority options for routes W3, W4 and W5. This work will inform the development of schemes being funded through the BSP for 2005/6. Current proposals for these routes are: Route W3 – parking restrictions, CCTV enforcement, Tottenham High Road signal re-timing, loading bays on Lordship Lane and bus boarders

Route W4 – kerb-buildouts at junctions to deter parking, Turnpike Lane signal re-timing, signalisation of White Hart Lane/Wood Green High Road junction

Route W5 – no support from TfL for works on this route

5.2.5. A survey was carried out by the consultants to verify that all road markings and signage were in place to ensure maintenance of enforcement. The results are shown in Table 5.2.1.





Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority

Table 5.2.1 Bus Survey Results

Location	Between	And	Dir.	Length (m)	Operation		Comments
					Day	Hours	
Archway Road (A1)	Winchester Road	App to St John's Way	S	640	All	24 Hours	TLRN: All bus lanes well signed with camera enforcement
Archway Road (A1)	Winchester Road	Southwood Avenue	NW	445	M-F	0700-1900	
Archway Road (A1)	Whittington Hospital	Winchester Road	NW	150	All	24 Hours	
Broad Lane	No. 8 - Tottenham Retail Park	Stamford Road (20m E of)	S	470	All	0700-1900	TLRN: Surface colouring required on east-west section
Broad Lane/The Hale	54 metres south of the kerbline of high cross road	To a point 30 metres further south	S	30	All	0700-1900	TLRN: Vehicles required to enter bus lane markings to turn left into Superstores
Colney Hatch Lane	106/108 Colney Hatch Lane	60/62 Colney Hatch Lane	S	172	M-F	0700-1000	All signing in place (allows for coaches)
Colney Hatch Lane (B550)	Barnard Hill (No. 46-48 Colney Hatch lane)	Alexandra Park Road (No. 104 Colney Hatch Lane)	S	215	M-F	0700-1000	
Colney Hatch Lane (B550)	No. 6 Colney Hatch Lane	No.24-26 Colney hatch lane	S	130	M-F	0700-1000	
Crouch End Hill	Crescent Road (20m south of junction with)	4-6 Crouch End Hill	NE	230	All	0700-1000 1600-1900	Signing only Mon - Sat
Ferry Lane	Borough boundary	Bream Close (1-6 Angelica Court)	W	361	All	0700-1900	All signing in place
Great Cambridge Road (A10)	Borough Boundary with London of Enfield	5.0m north of Laburnam Avenue	S	190	M-F	0700-1000	All signing in place

Draft Local Implementation Plan Chapter 5 LIP Proposals: Bus Priority

Great Cambridge Road (A10)	White Hart Lane	London Borough of Enfield boundary	N	320	M-F	1600-1900	
Great North Road/Cherry Tree Hill	28/30 Cherry Tree Hill (7m NW of)	508/510 Archway Road	SE	226	M-S	0700-1900	Surface colour only applied on 50m approach to junction; times change from 0700-1900 to 0700-1830
Green Lanes	2/3 Grand Parade, Green Lanes	Williamson Road (36m N of)	S	552	M-F	0700-1000	Signs and road markings OK - Between Salisbury Road and Haringey Green Lanes station, bus lane surface colour is only applied on approach and exit to side roads. - Bus lane surface colour between West Green Road and St Ann's Road hard to distinguish from main c'way
Green Lanes A105	West Green Road (50m S of)	Alfoxton Avenue (27m N of)	S	107	M-F	0700-1000	
Green Lanes A105	St Margarets Avenue (60m S of) Mount View Court	St Anns Road (48m N of) 6/7 Salisbury Parade	S	420	M-F	0700-1000	
High Road, Tottenham	Borough of Enfield boundary	Brantwood Road (63m N of)	S	73	M-S	0700-1300	TLRN: All signing in place
High Road, Tottenham	Northumberland Park (33m S of)	White Hart Lane (27m N of)	S	23	All	0700-1900	
High Road, Tottenham	White Hart Lane	Park Lane	S	281	All	0700-1900	
High Road, Tottenham	Argyle Passage (50m S of)	Hampden Lane (25m S of)	S	139	All	24 hours	
High Road, Tottenham	Lansdowne Road (40 S of)	Reform Row	S	311	M-F	0700-1900	
High Road, Tottenham	Somerset Road (32m S of)	Monument Way	S	93	All	24 hours	
High Road, Tottenham	Monument Way (30m S of)	Broad Lane	S	491	All	24 Hours	
High Road, Tottenham	Broad Lane (22m S of)	212 High Road	S	84	All	24 Hours	

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority

High Road, Tottenham	200 High Road (25.5 m N. of)	86-88 High Road (5m S. of)	S	500	All	0700-1900	TLRN: Red Route parking 1000-1400 Draper Road to St Loy's Road
High Road, Tottenham	Seven Sisters Road	St Anns Road	S	566	All	0700-1900	
High Road, Tottenham	Church Road	White Hart Lane	N	272	M-F	0700-1900	
High Road, Tottenham	Lordship Lane (60m N of)	Church Road	N	320	M-F	1600-1900	
High Road, Tottenham	Monument Way (385/387 High Road)	Forster Road	N	264	All	0700-1900	
High Road, Tottenham	West Green Road (24m S of)	College of NE London (95m S of War Memorial)	N	185	All	0700-1900	
High Road, Tottenham	296 High Road (1m S. of)	312-314 High Road (6m N. of)	N	185	All	0700-1900	
High Road, Tottenham	St. Anne's (68m N of)	Seven Sister's Road (25m S of)	N	516	All	0700-1900	
High Road, Tottenham	Seven Sisters Road	259 High Road	N	76	All	24 Hours	
High Road, Tottenham	210/212 High Road	206 High Road	N	9	All	24 hours	
High Road, Wood Green	Turnpike Lane	The Broadway	NW	320	M-F	1600-1900	
					S	1000-1600	
High Road, Wood Green	Commerce Road	Boundary with London Borough of Enfield	N	670	M-F	1600-1900	All Signing in Place
High Road, Wood Green	Cranbrook Pk	Lordship Lane	S	100	M-F	0700-1000	All Signing in Place

Draft Local Implementation Plan Chapter 5 LIP Proposals: Bus Priority

High Road, Wood Green	Canning Crescent	Ewart Grove	S	270	M-F	0700-1000	All Signing in Place
						1600-1900	
Lordship Lane	Granville Road (Pickering Court)	Boreham Road	E	320	M-S	0700-1000	All Signing in Place
						1600-1900	
Lordship Lane	Tintern Road (4m W of)	484/486 Lordship Lane	E	103	M-S	0700-1000	
						1600-1900	
Muswell Hill (A504)	No. 19-21 Muswell Hill	Western boundary of Green Man Tavern, Muswell Hill	NW	427	M-F	0700-1000	All sign All signing in place ing in place (allows for over 7.5t)
Muswell Hill Broadway (A504)	8/10 Colney Hatch Lane	404 Muswell Hill Broadway (70m S of Woodberry Crescent)	S	225	M-F	0700-1000	All signing in place (allows for coaches)
Muswell Hill Road	44 Muswell Hill Road	Wood Lane (Western block of Southwood Hall)	S	324	M-F	0700-1000	Missing "Start of Bus Lane" sign; recent surface colouring and road markings
Priory Road	95/97 Priory Road (Warner Road)	83 Priory Road (Park Avenue North)	E	48	M-S	0700-1000	All Signing in Place
Priory Road (A504)	Park Avenue North	1 Priory Road (Nighingale Lane)	E	335	M-F	0700-1000	
Priory Road (A504)	145/147 Priory Rd	161/163 Priory Road (Redston Road)	W	160	M-S	0700-1000	All Signing in Place
Seven Sisters Road (A503)	Suffield Road	Tottenham High Road	NE	60	M-F	1600-1900	All Signing in Place

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority

Seven Sisters Road (A503)	Greenfield Road (22m NE of)	Suffield Road (709 Seven Sisters)	NE	238	M-S	0700-1900	TLRN: Red Route parking allowed 1000-1400
Seven Sisters Road (A503)	Eade Road (349/351 Seven Sisters)	St. Anns Road (521 Seven Sisters)	NE	500	M-S	0700-1900	
Seven Sisters Road (A503)	Greenfield Road (635/637 Seven Sisters Road)	St. Anns Road (543 Seven Sisters)	SW	270	M-S	0700-1900	Signing Required between Manchester Road and Albert Road
Seven Sisters Road (A503)	519/521 Seven Sisters Road (80m SW of St Anns Road)	Vartry Road	SW	416	M-S	0700-1900	All Signing in Place
Turnpike Lane	Tottenham Lane (50m E of)	Goulding Court, Turnpike Lane)	E	61	M-S	0700-1900	
Turnpike Lane	Wightman Road (102/104 Turnpike Lane)	Waldegrave Road (26/24-22 Turnpike Lane)	E	372	M-F	1600-1900	
Turnpike Lane	Goulding Court (24m E of)	Hornsey Park Road	NE	45	All	24 hours	All Signing in Place

5.2.6. Bus priority objectives have been set through TfL's LBPN, LBI1 and LBI2 programmes. These are:

- Reduced passenger waiting times
- Reduced bus journey times
- Improved bus service reliability
- Provide an environmentally sound alternative to car travel
- Increase passenger numbers

5.2.7. Achieving these objectives requires a complex study to determine the root causes of problems and identifying solutions that will provide improvements to all of the above objectives. The following is a general list of problem areas where significant improvements can be made either individually or in combination:

- Waiting and loading restrictions not matching peak bus flow times
- Waiting and loading enforcement
- Carriageway widths
- Traffic signal timings
- Pedestrian crossings

5.2.8. It is considered that for those roads where bus priority measures have been implemented further bus priority works are not necessary. Consequently the proposals in the LIP are aimed at addressing issues on those roads with bus services which have yet to be evaluated. Figure 5.2.2 shows those roads that are to be included or excluded from further bus priority work.

5.2.9. It is understood that the TfL Bus Priority Team [BPT] is currently producing a document entitled "*Framework for the Future*" which will set out the future direction for bus priority over the next 5 years. The BPT is also producing a LIP target for bus journey time in accordance with the MTS Target 4. These documents will not be released until 2005 and therefore cannot be used as guidance for the purpose of the LIP.

5.2.10. Without having these documents, the BPT has issued an advice note to achieve a consistent approach to the LIP across all Boroughs recognising the timeframe issues with developing detailed bus priority programmes for the LIP and the potential for overlap with the current and future bus priority schemes.

5.2.11. This advice states that individual bus priority programmes should be identified for those schemes over £100,000 in value or those schemes that are of strategic significance. For the remainder of the network, bus priority programmes should be looked at in two broad categories.

Category 1

Category 1 bus priority measures should concentrate on scheme improvements on the Busy Bus Route network. Differentiation should be made between the location of schemes to recognise the differing problems and associated cost. Category 1 should be broken down into the following sub categories:

- Category 1a - Central London (within the Congestion Charge zone)
- Category 1b - Inner London – (outside the CC zone but within the North and South Circular Roads)
- Category 1c - Outer London – (outside the North and South Circular Roads)

Category 2

Category 2 takes in the remainder of the network outside of the Busy Bus Route network within the borough, and should recognise the difference in intensity, and therefore cost, of works required within a town centre scheme as opposed to a non-town centre scheme. The following sub-categories have been adopted:

- Category 2a - remainder of the network within a town centre
- Category 2b - remainder of the network outside of town centres

5.2.12. Due to the limited time frames and data limitations, the bus priority LIP programme cannot be specific in identifying individual areas of “whole” routes for implementation of improvement schemes. Therefore identifying schemes for the LIP programme can only be done on a general basis in accordance with TfL’s guidance note discussed above. This methodology has been applied to sections of the Borough road network. Within each category, individual sections of the network have been identified and grouped in terms of bus frequency. The frequency levels have been identified as follows:

- High - 25 and over buses/hour
- Medium - 15 – 24 buses/hour
- Low - under 15 buses/hour

5.2.13. Individual sections of the network were identified between major junctions or location features such as railway stations. This break up of the network provides a systematic approach to identifying sections of roadway to consider for bus priority measures that would be realistically achievable under one programme.

5.2.14. The list of possible improvement schemes has been detailed in the scheme identification list contained in Table 5.2.2 .

5.2.15. Table 5.2.2 shows TfL Buses identified problem locations [Hotspots] and further information on identified congestion locations. This data was used to identify if there were any potential schemes over £100,000 or of strategic significance. Schemes meeting these criteria have been separated in the Scheme Identification list contained in Table 5.2.4 at the end of this section.

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority

.Table 5.2.2 Bus Problem Locations

	Location	Between	Highway Authority	Description of Delay Congestion	Possible Solution	Proposed Scheme	Engineering/ Enforcement	Severity	Priority	Routes	Route Status	Buses Per /hour
1	Green Lanes	From Turnpike Lane to Manor House Station	Borough	Illegal parking and heavy shopping traffic including weekends and evenings. Traffic turning right into Sainsbury's causes long tailbacks. Issues of enforcement.	Increase enforcement	S/B bus lanes along Green Lanes implemented under LBI 1 Route 29.	Engineering/ Enforcement	High	1	29; 141; 341; W5	LBI 1	23
2	Turnpike Lane LUL Station		Borough	Traffic congestion at junction exacerbated by illegal parking. Major problem.	Improved enforcement	Extend Eastbound Bus Lane to Zebra Crossing east of Waldegrave Road and Undertake parking /loading management scheme. Also to redesign the junction.	Enforcement	High	1	29; 41; 67; 121; 123; 141; 144; 184; 217; 221; 231; 329; 444	LBI 1 & 2	86
3	High Road	From Lordship Lane to Turnpike Lane	Borough	Narrow width of carriageway and illegal parking and loading activity causes heavy delays.	Make road buses only. CCTV and parking attendants.	Widening of Road. Negotiating with borough council.	Engineering/ Enforcement	High	1	29; 67; 121; 123; 141; 144; 184; 221; 230; 329; W4	LBI 1 & 2	72
4	Wood Green LUL Station		Borough	Traffic congestion at junction, parking in Lordship Lane and opposite bus garage. Kiss and Ride problem during peak hours.	Look at junction layout and Additional Parking attendants.	Additional/extended bus lanes and junction modifications; LBI Route 29.	Engineering	High	1	29; 67; 121; 123; 141; 144; 184; 221; 230; 243; 329; W3; W4	LBI 1 & 2	88.75
5	Archway Road	Cholmeley Park and Musewell Hill Road	TLRN	Unloading outside permitted hours during evening peak.	Traffic Wardens		Enforcement	Med	2	43;134;263	LBI 1	25

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority

Table 5.2.2 Bus Problem Locations												
	Location	Between	Highway Authority	Description of Delay Congestion	Possible Solution	Proposed Scheme	Engineering/ Enforcement	Severity	Priority	Routes	Route Status	Buses Per /hour
6	Broad Lane, Tottenham	junc with Tottenham High Road	TLRN	Volume of traffic, traffic tail blocking exit from Broad lane		Bus lane for whole length of road implemented experimentally. Undergoing review. Traffic Signal Review is dropped.	Engineering	Med	2	41; 123; 230; W4	LB1 2	28
7	Bruce Grove	junc with Tottenham High Road	TLRN	car parking		Proposed extended and new bus lanes, (Engineering), LB1:149.	Enforcement	Med	2	76; 123; 149; 341; 243; 259; 279; W4	LB1 1 & 2	52.5
8	Colney Hatch Lane		Borough	Parking and loading/unloading. Potential of moving violations on southbound bus lane.	CCTV bus lane enforcement and additional PA's at the end of the lane. Consider restrictions at the end of the lane.		Enforcement	Med	2	43; 134; 234;	LB1 1	25
9	Stroud Green Road	Entire length	Borough	Shoppers, Deliveries, minicabs, snooker hall. Is worst during the evening			Enforcement	Med	2	210; W3; W7	None	30.25
10	Turnpike Lane	Entire length	Borough	Shoppers and Deliveries	CCTV cameras and additional parking attendants.	Bus lanes to be implemented in both Easterly and Westerly directions.	Enforcement	Med	2	41; 144	LB1 1	20
11	High Road Tottenham	From Seven Sisters Road to Gladesmore Road, o/s South Tottenham Station	TLRN	Parking outside station and outside car auctioner	Enforcement		Enforcement	High	2	73; 76; 149; 243;	LB1 1	41

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority

Table 5.2.2 Bus Problem Locations												
	Location	Between	Highway Authority	Description of Delay Congestion	Possible Solution	Proposed Scheme	Engineering/ Enforcement	Severity	Priority	Routes	Route Status	Buses Per /hour
12	High Road Tottenham	From Lordship Lane to Brantwood Road	Borough	Significant parking problems associated with shops, including bus stops - all days and all times. Parking & loading in northbound bus lane. Sainsburys superstore has asignalised junction closely followed by the two signalised junctions at Northumberland Park and White Hart Lane	Additional parking attendants. Bus lane CCTV. Review signal phases.		Enforcement	Med	2	149;279;259	LB1 1	21
13	High Road, Wood Green	From Lordship Lane to Bounds Green Road	Borough	Parking throughout the day. Unloading of deliveries occurs throughout the day. This reduces the High Road to one lane. Traffic tails back across the Bounds Green Road junction.	Enforcement		Enforcement	Med	2	29;14;221;232 ;329;W4	LB1 1	37
14	High Road Tottenham	From Bruce Grove to Chesnut Road	TLRN	Parking problems associated with shops - all days and all times.	Traffic Wardens		Enforcement	Med	2	76;123;149;24 3;259;279;318 ;341;W4	LB1 1	51.5

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority

Table 5.2.2 Bus Problem Locations												
	Location	Between	Highway Authority	Description of Delay Congestion	Possible Solution	Proposed Scheme	Engineering/ Enforcement	Severity	Priority	Routes	Route Status	Buses Per /hour
15	High Road, Tottenham	Lansdowne Road to Bruce Grove	Borough	Parking between Dowsett Road and Forster Road is a major problem. Significant problems with traffic light phasing at Dowsett Road.			Enforcement	Med	2	76;149;259;279;318;341	LBI 1	33
16	Lordship Lane	From Redvers Road to Westbury Avenue	Borough	Shoppers and deliveries, especially electrical goods, minicab drivers.	e/b bus lane on Lordship Lane (approach to Boreham) proposed. Also linking of signals to provide better traffic flow. Additional parking attendants. CCTV for bus lane.	Bus lane on Lordship Lane to the Roundway, implemented under LBI 1 Route 144.	Engineering/ Enforcement	Med	2	123; 144; 217; 231; 243; 444	LBI 1	33.5
17	West Green Road	Phillip Lane	Borough	Illegal parking			Enforcement	Med	2	41; 67; 230	None	22
18	Westbury Avenue	Between Roundway and Turnpike Lane	Borough	Car parking	restrictions required		Enforcement	Med	2	123; 217; 231; 444	LBI 2	18
19	Broad Lane, Tottenham	Between High Road and Ferry Lane	TLRN	Stopping violations on red route outside shops. Parking on bus stops. All Day.	Traffic Wardens		Enforcement	Low	3	41;123;230;W4	LBI 2	28

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority

Table 5.2.2 Bus Problem Locations

	Location	Between	Highway Authority	Description of Delay Congestion	Possible Solution	Proposed Scheme	Engineering/ Enforcement	Severity	Priority	Routes	Route Status	Buses Per /hour
20	Broadway, Crouch End		Borough	Shoppers and deliveries			Enforcement	Low	3	41; 91; W7; W5	None	38
21	Ferry Lane (Bus lane 538)		Borough		Longterm CCTV reviewable for bus lane. Subject to development in area.		Enforcement	Low	3	123;230		11
22	Phillip Lane	Entire length	Borough	Residential parking and sports centre			Enforcement	Low	3	341; 230	None	10
23	High Street, Hornsey	Middle lane to Hillfield Avenue	Borough	Shoppers and deliveries. Small business working from kerb side and general parking and loading offences. Parking on bus stops.	Additional parking attendants.		Enforcement	Low	3 Philip Lane	144	LBI 2	8
24	Muswell Hill Broadway		Borough	Parking and loading/unloading	No parking restrictions. Loading/unloading off peak		Enforcement	Low	3	144; 299; W7	LBI 1	29
25	Muswell Hill Road		Borough	Parking and loading/unloading.	Possible parking one side only. Additional enforcement by parking attendants on scooters		Enforcement	Low	3	43; 134	LBPNI + LBI	19

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority

Table 5.2.2 Bus Problem Locations

	Location	Between	Highway Authority	Description of Delay Congestion	Possible Solution	Proposed Scheme	Engineering/ Enforcement	Severity	Priority	Routes	Route Status	Buses Per /hour
26	Muswell Hill	Muswell Hill Broadway to Rookfield Avenue	Borough	Abuse of bus lane. (up steep hill)	CCTV and consider adding HGV to bus lane restrictions to enable vehicles to ascend hill.		Enforcement	Low	3	144;W7	LBI 1	23
27	Park Road, Crouch End		Borough	Shoppers and deliveries			Enforcement	Low	3	W7	None	15
28	St Ann's Road/Hermitage Road		Borough	Illegal parking causes block back to Turnpike Lane in morning peak and Brownswood Road in evening peak. Rat running traffic causes delays at mini roundabout			Enforcement	Low	3	67	None	5
29	Tottenham Lane		Borough	Parking and loading and unloading	Implement peak restrictions		Enforcement	Low	3	41	None	12
30	White Hart Lane	by the Rail Station	Borough	Parking by minicab offices and local shops			Enforcement	Low	3	W3	None	9.25

Scheme Priority

5.2.16. To assign a priority to each of the schemes, an assessment score was calculated for each. The assessment recognises that priority should be given to those schemes containing high patronage and high frequency routes. In addition, if a route contains an existing problem location, this should also add weight to the priority.

5.2.17. The assessment assigns a weighting of 3 for high patronage routes, 2 for medium patronage routes and 1 for low patronage routes. The patronage weightings were then multiplied by the route frequency. These scores are then multiplied by 2 for those routes containing an existing Hotspot or 1 for those with no Hotspots. The formula below describes the scoring system:

$$\text{Score} = \text{Patronage weighting} \times \text{Frequency} \times \text{Hotspot Weighting}$$

5.2.18. This method of assessment provides a weighted score for each scheme based on patronage and frequency giving due consideration those routes where existing problems have been identified.

5.2.19. Table 5.2.3 provides a list of schemes grouped by route frequency and assessed in accordance with the above formula. The schemes have then been ranked based on the assessment score to provide a priority for implementation of the scheme

Table 5.2.3 Bus Priority Scheme Identification

Item	Road Name	Hotspots		Problem Identified	Bus Routes	Max Service Frequency		Patronage Level	Rationale for Selection	Scheme Proposal	Assessment Score	Rank
		Contains a known Hotspot	Hotspot Ref.			Level	buses/hour					
	Routes Covered in the 2005/2006 BSP											
	Route W3 (Whole Route)			Bus journey delays		Medium	12	Medium				
	Route W4 (Whole Route)			Bus journey delays		Low	5	Low				
	Category 1 - Busy Bus Routes											
3-1	Great North Road/Archway Road (between the Borough boundary and Muswell Hill Road	Yes	5	Bus journey delays	43, 134, 263, N20, N43	High	33	High	High frequency route on a Busy Bus Route	Bus priority improvements	198	1
	Category 2 - Other Routes											
	High Frequency Routes											
3-2	Crouch End Hill (between the Borough boundary and The Broadway Crouch Hill)	No	N/A	Bus journey delays	41, 91, N41, N91	High	25	High	High frequency route with high patronage	Bus priority improvements	75	3
	Medium Frequency Routes											
3-3	Hampstead Lane (between the Borough boundary and Hornsey Lane)	No	N/A	Bus journey delays	143, 210, 271	Medium	23	Medium	Medium frequency route with medium	Bus priority improvements	46	7

Draft Local Implementation Plan Chapter 5 LIP Proposals: Bus Priority

	Alexander Park Road/Albert Road/Durnsford Road (between Coney Hatch Lane and Bounds Green Road)	No	N/A	Bus journey delays	102, 184, 299	Medium	19	High	patronage	Bus priority improvements	57	4
3-5	Station Road (between Alexandra Palace Station and Wood Green High Road)	No	N/A	Bus journey delays	184, W3	Medium	19	High	Medium frequency route with high patronage	Bus priority improvements	57	4
3-6	Fortis Green Road (between Borough boundary and Muswell Hill Road)	No	N/A	Bus journey delays	102, 234, 603	Medium	16	High	Medium frequency route with high patronage	Bus priority improvements	48	6
3-7	Tottenham Lane/Church Road (incl Hornsey Station approach) (between Ferme Park Road and Turnpike Lane)	Yes	29	Bus journey delays	41, N41, N91	Medium	15	High	Medium frequency route with high patronage	Bus priority improvements	90	1
3-8	West Green Road (between Phillip Lane and Tottenham High Road)	Yes	17	Bus journey delays	41, 67, 230, W4, N41	Medium	15	High	Medium frequency route with high patronage	Bus priority improvements	90	1
3-9	Lordship Lane/Lansdowne Road/Shelbourne Road (from Bruce Grove to Northumberland Park Station)	No	N/A	Bus journey delays	318, 341, 476, N76	Medium	16	Medium	Medium frequency route with medium patronage	Bus priority improvements	32	10
	Low Frequency Routes											
3-10	North Hill Road (between Archway Road and Hampstead Lane)	No	N/A	Bus journey delays	143, 603,	Low	7	Low	Busy Bus Route	Bus priority improvements	7	2
3-11	Middle Lane/Rokesly Avenue/Ferme Park Road Stapleton Hall Rd	No	N/A	Bus journey	W3	Low	12	High	Low frequency route with high	Bus priority	36	9

**Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority**

	(between Hornsey High Street and Stroud Green Road)			delays						patronage	improvements		
3-12	Alexandra Palace Way (between Priory Road and Alexandra Palace Railway Station)	No	N/A	Bus journey delays	W3	Low	12	Medium	Low frequency route with medium patronage	Bus priority improvements	24	12	
3-13	Black Boy Lane (between West Green Road and St Ann's Road)	No	N/A	Bus journey delays	67, 341	Low	12	Medium	Low frequency route with medium patronage	Bus priority improvements	24	12	
3-14	Phillip Lane (between West Green Road and Tottenham High Road)	Yes	22	Bus journey delays	230, 341	Low	11	Medium	Low frequency route with medium patronage	Bus priority improvements	44	8	
3-15	Bounds Green Road (between A406 and Wood Green High Road)	No	N/A	Bus journey delays	221, N91	Low	10	High	Low frequency route with high patronage	Bus priority improvements	30	11	
3-16	Alexandra Park Road/Palace Gates Road (between Albert Road and Alexandra Palace Railway Station)	No	N/A	Bus journey delays	184	Low	7	Medium	Low frequency route with medium patronage	Bus priority improvements	14	15	
3-17	Watermead Way (between Hale Road and the Borough boundary)	No	N/A	Bus journey delays	192	Low	7	Low	Low frequency route with low patronage	Bus priority improvements	7	16	

**Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority**

3-18	St Ann's Road (between Green Lanes and Tottenham High Road)	Yes	28	Bus journey delays	67, 341	Low	6	Medium	Low frequency route with medium patronage	Bus priority improvements	24	12
3-19	Coppetts Road/Pages Lane (between Trott Road and Fortis Green Road)	No	N/A	Bus journey delays	234	Low	6	Low	Low frequency route with low patronage	Bus priority improvements	6	18
3-20	Willoughby Road/Leeside Lane (between Northumberland Park and Watermead Way)	No	N/A	Bus journey delays	341	Low	6	Low	Low frequency route with low patronage	Bus priority improvements	6	18
3-21	Bull Lane/Queen Street (between the Borough boundary and White Hart Lane)	No	N/A	Bus journey delays	318	Low	2	Low	Low frequency route with low patronage	Bus priority improvements	2	20
3-22	The Roundway (east leg) (between Great Cambridge Road and Lordship Lane)	No	N/A	Bus journey delays	318	Low	2	Low	Low frequency route with low patronage	Bus priority improvements	2	20
3-23	Shelbourne Road/Resebury Avenue/Havelock Road/Dowsett Road (between Lansdowne Road and Tottenham High Road)	No	N/A	Bus journey delays	318	Low	2	Low	Low frequency route with low patronage	Bus priority improvements	2	20
3-24	Gladesmore Road/Grovelands Road/Wargrave Avenue	No	N/A	Bus journey delays	318	Low	2	Low	Low frequency route with low patronage	Bus priority improvements	2	20
Note:	Sections located on the TLRN											

5.2.20. From the schemes identified in Table 5.3.3 , more detailed work will be needed to develop effective schemes. TfL's advice note provides indicative cost estimates based on bus priority works implemented in the past. For the purposes of estimate LIP schemes the following rates have been suggested. As Haringey is considered an inner London borough categories 1b, 2a and 2b are relevant.

- Category 1a - Central London = £200,000 per km
- Category 1b – Inner London = £400,000 per km
- Category 1c – Outer London = £100,000 per km
- Category 2a – Town Centre schemes = £400,000 per km
- Category 2b – Remainder of the network = £100,000 per km

5.2.21. Each scheme has been costed based on the above rates and the budgets allocated to a financial programme over the next 5 years in accordance with the LIP guidance. A funding level of approximately £800k has been allowed for each financial year.

5.2.22. Table 5.2.4 below provides a list of the proposed schemes with cost estimates and implementation programme. The table also identifies the relevance of each scheme to the Mayor's Transport Strategy policies, priorities and targets.

Table 5.2.4 Bus Priority Implementation Programme

Scheme Ref.	Location	Scheme Category	Length of Scheme (km)	Total Cost for Scheme (£k)	Scheme Priority	Yearly Breakdown of Costs (£k)			
						2006/07	2007/08	2008/09	2009/10
Busy Bus Routes									
3-1	Great North Road/Archway Road (between the Borough boundary and Muswell Hill Road	1b	1.40	560		TLRN Network			
Other Routes									
3-7	Tottenham Lane/Church Road (incl Hornsey Station approach) (between Ferme Park Road and Turnpike Lane)	2b	1.30	130	1	130			
3-8	West Green Road (between Phillip Lane and Tottenham High Road	2b	1.70	170	2	170			
3-2	Crouch End Hill (between the Borough boundary and The Broadway Crouch Hill)	2b	0.50	50	3	50			
3-4	Alexander Park Road/Albert Road/Durnsford Road (between Colney Hatch Lane and Bounds Green Road)	2b	2.20	220	4	220			

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority

3-5	Station Road (between Alexanadra Palace Station and Wood Green High Road)	2b	0.80	80	5	80			
3-6	Fortis Green Road (between Borough boundary and Muswell Hill Road)	2b	0.90	90	6	90			
3-3	Hampstead Lane (between the Borough boundary and Hornsey Lane)	2b	2.15	215	7		215		
3-14	Phillip Lane (between West Green Road and Tottenham High Road)	2b	1.35	135	8		135		
3-11	Middle Lane/Rokesly Avenue/Ferne Park Road Stapleton Hall Rd (between Hornsey High Street and Stroud Green Road)	2b	2.25	225	9		225		
3-9	Lordship Lane/Lansdowne Road/Shellbourne Road (from Bruce Grove to Northumberland Park Station)	2b	1.60	160	10		160		

Draft Local Implementation Plan
Chapter 5 LIP Proposals: Bus Priority

Scheme Ref.	Location	Scheme Category	Length of Scheme (km)	Total Cost for Scheme	Scheme Priority	Yearly Breakdown of Costs (£k)			
						2006/07	2007/08	2008/09	2009/10
3-15	Bounds Green Road (between A406 and Wood Green High Road)	2b	2.20	220	11			220	
3-12	Alexandra Palace Way (between Priory Road and Alexandra Palace Railway Station)	2b	1.90	190	12			190	
3-13	Black Boy Lane (between West Green Road and St Ann's Road)	2b	0.55	55	13			55	
3-18	St Ann's Road (between Green Lanes and Tottenham High Road)	2b	2.00	200	14			200	
3-16	Alexandra Park Road/Palace Gates Road (between Albert Road and Alexandra Palace Railway Station)	2b	1.05	105	15			105,	
3-10	North Hill Road (between Archway Road and Hampstead Lane)	2b	1.45	145	16				145
3-17	Watermead Way (between Hale Road and the Borough boundary)	2b	2.35	235	17				235
3-19	Coppetts Road/Pages Lane (between Trott Road and Fortis Green Road)	2b	1.40	140	18				140

Draft Local Implementation Plan Chapter 5 LIP Proposals: Bus Priority

3-20	Willoughby Road/Leaside Lane (between Northumberland Park and Watermead Way)	2b	0.85	85	19				85
3-21	Bull Lane/Queen Street (between the Borough boundary and White Hart Lane)	2b	0.45	45	20				45
3-23	Shellbourne Road/Resebury Avenue/Havelock Road/Dowsett Road (between Lansdowne Road and Tottenham High Road)	2b	1.55	155	21				
3-24	Gladsmore Road/Grovelands Road/Wargrave Avenue	2b	1.40	140,	22				
3-22	The Roundway (east leg) (between Great Cambridge Road and Lordship Lane)	2b	0.90	90		TLRN Network			
			Yearly Totals (£K)			740	735	770	650

5.3. Mayoral Priority Area: Relieving traffic congestion and improving journey time reliability including through the use of travel demand measures

MTS Policy and/or Proposals

Proposal 4G.12: The Strategy adopts a target for 2011 of absolute reductions in weekday traffic of 15 percent in Central London, zero growth across the rest of inner London, and reducing growth in outer London by a third, with the aim of achieving zero growth or absolute reductions in outer London town centres. This will provide a context for the London boroughs' road traffic reduction responsibilities. The London boroughs will be expected to play a key role in achieving or exceeding these targets through road traffic reduction initiatives introduced at local level. This target will be kept under review in the light of monitoring evidence.

Proposal 4G.14: Supporting measures to the proposed CCS, as outlined in annex 5 (of the MTS) - the congestion charging scheme for central London, will be introduced by TfL and the boroughs.

Proposal 4G.18: The approach adopted on red routes set out in paragraphs 4G.102 - 4G.104 (including environmental improvements) should be applied to the whole of the TLRN and roads designated as GLA side roads before the end of 2004; Parallel initiatives should be applied by the London boroughs to all other 'A' Roads and busy bus routes starting in 2003

Proposal 4G.19: TfL will take forward the setting up of a London Traffic Control Centre, bringing together traffic management and control functions.

Proposal 4G.20: TfL will identify the major congestion bottlenecks on the TLRN and develop a programme of options for consideration. The London boroughs should identify the worst congestion bottlenecks on those parts of the road network that fall under their control in their LIP.

Proposal 4G.24: The Mayor will press the Government to bring forward legislation that will increase the powers available to highway authorities to control streetworks. Subject to the necessary legislation, TfL will investigate the introduction of a pilot 'street space rental' system for works undertaken on or inside the Inner Ring Road, whereby there is a financial incentive to complete streetworks quickly and with minimum disruption. This pilot could be extended to other parts of London if it proved successful.

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

Proposal 4H.3: The London boroughs and businesses will be encouraged to support the development and introduction of car sharing schemes and city car clubs.

Proposal 4K.3: *The London boroughs and TfL should review the London Lorry Ban's exempt network and access routes to it. They should also consider the wider strategic context of the Ban.*

Proposal 4P.4: *The London boroughs in conjunction with TfL and key partners including business, health authorities and educational establishments will develop programmes to encourage individuals and organisations to adopt more sustainable modes of transport. These will include:*

- Travel awareness campaigns: The London boroughs will develop programs to make people aware of the benefits of sustainable travel. This could include information packs and presentations at schools, and participation in high profile events (such as car free day)*
- Workplace travel plans: The London boroughs will develop a programme to provide travel advice in partnership with TfL. Employers will be encouraged to establish travel plans, to inform employees of the options available, and address issues such as parking provision, location decisions, and lack of facilities for cyclists. Such plans should be an integral part of development applications (see Policy3.Po7).*
- School Travel Plans: The London boroughs will work with schools to develop Plans that encourage more sustainable forms of Travel and reduce traffic congestion at schools.*
- Exploring marketing and ticketing opportunities to encourage The use of public transport for visits to major cultural and leisure events.*
- Campaigns to encourage responsible car use and driving techniques.*

Performance Indicators/Targets

Road Traffic Reduction Target

5.3.1. TfL define Haringey as an Inner London borough. Haringey is located in the North sub-region alongside Enfield, Barnet and Waltham Forest. The MTS categorises these 3 boroughs as Outer London. In addition, in Table 4.1b of LIP Guidance Wood Green is considered an Outer London town centre.

5.3.2. In developing its road traffic reduction target, the Council has taken into account the growth agenda being pursued by the Government and Transport for London as well as the pressure for higher density development.

5.3.3. In the London Plan Haringey Heartlands is considered an Area for Intensification with 1,500 jobs and 1,000 new homes expected by 2016.

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

Tottenham Hale is an Opportunity Area with indicative estimates of 5,000 jobs and 200 homes by 2016. Policy is to maximise residential and non-residential densities in these areas. The Tottenham Hale area is part of the London-Stansted-Cambridge-Peterborough growth corridor in the Government's Sustainable Communities Plan.

5.3.4. The Council is actively seeking to locate higher density developments in locations well-served by public transport and other transport infrastructure. However, development pressures are occurring throughout the Borough. Very few areas of the Borough are poorly served by public transport. The Public Transport Accessibility Map in Chapter 2 gives an indication of the accessibility of areas of the Borough. There will inevitably be developments which will generate traffic and hence to add to traffic volumes on the road network. The Council has been pursuing policies to reduce the volume of traffic generated by new development as well as policies to provide an alternative to motor vehicle usage, particularly the private car.

5.3.5. It is noted that the three adjoining boroughs to Haringey in the North London sub-region have a target percentage change in traffic growth between 2001 and 2011 of 6%. Haringey's target is 0% growth as proposed in LIP guidance.

5.3.6. Data from the Department for Transport for the period 1993 to 2003 gives a broad indication of changes in traffic levels. The data shows that between an average for 1993/95 to the average for 2001/03 traffic volumes grew from 622 to 633 million vehicle kilometres, an increase of 2%. Projecting this forward to 2011 the estimated traffic growth may be about a further 2%. This projection excludes the implications of the London Plan policies and growth agenda for the regeneration areas.

5.3.7. The Council considers its contribution to the overall London-wide target should be to limit its traffic growth to +4% by 2011 taking into account the issues discussed above and its geographic location in relation to its partners in North London. We will be seeking to achieve 0% traffic growth in Wood Green town centre.

5.3.8. The target for general traffic journey time reliability will be developed following its introduction for the TLRN roads. Identification of changes in modal shift will be at the London-wide level.

Traffic Management Act

5.3.9. The Act covers several areas of relevance for London Boroughs including the network management duty, appointment of traffic manager for each traffic authority, establishing a permit system for road works and civil enforcement for non-endorsable driving offences.

5.3.10. The Council has appointed a Traffic Manager and will be vigorously supporting effective management of the Borough's highway network. We support the work TfL are doing to better co-ordinate street works and recognise the value of reducing traffic disruption through indiscriminate road works. We fully recognise that the network management duty is not solely related to the movement of motor vehicle traffic but also addresses the movement of pedestrians and cyclists as well as the need to support other policies to improve road safety and discourage car use particularly commuter car traffic.

5.3.11. The Traffic Management Act provides for the establishment of a Strategic Road Network. London Boroughs will be the highway authority for these roads but will be required to consult Transport for London on planned works on designated strategic roads. The aim is to reduce delays to traffic through unco-ordinated works. The Council has expressed concern that the scheme will affect the design and implementation of schemes and that the Mayor can apply for possible extensions to the network. In Haringey the following roads are part of the strategic road network:

- A105 [Green Lanes/ Wood Green High Road]
- A1080 [Westbury Avenue/The Roundway (west)]
- A109 [Lordship Lane between Westbury Avenue and The Roundway (west)]
- A1010 [Tottenham High Road north of Bruce Grove]

School Travel Plans

5.3.12. The targets for the take up of school travel plans are to work with schools to review travel to all schools by 2008 with significant progress having been made by March 2006. The Council's work on school travel plans/safer routes to school is set out in detail in Chapter 8.

Schemes/Programme for 2005/6 to 2010/11

5.3.13. Consultants work to develop measures to address congestion hotspots is outlined below. This work supports the target for improvements to general journey time reliability.

5.3.14. Table 5.3.1 has information on existing congestion hotspots as identified by TfL TOCU and local bus operators. Using this data a programme has been devised taking into account those locations with the greatest need and the road hierarchy. Each of the schemes identified has been grouped in terms of network hierarchy as follows:

- Borough Principal Road Network

- Busy bus routes
- A roads
- Local distributor roads
- Remaining Borough road network

Scheme Priority

5.3.15. It was recognised that routes of a strategic significance should become top priority in the scheme selection process. Therefore those congestion problems on the Busy Bus Route network have been assigned first priority. The second priority has been assigned to those congestion problems located on the Borough Principal Road Network (BPRN) which essentially consists of the 'A' roads within the Borough. Third priority has been assigned to those schemes located on the Local Distributor Network. The lowest priority level has been assigned to any potential schemes located on the remainder of the Borough road network, although it should be noted that no schemes were identified on this part of the network.

5.3.16. To provide a systematic approach to prioritising the schemes, a simple scoring method was used where the schemes are assigned a "network hierarchy score" of between 1 and 3 depending on status. Busy Bus Routes located on the BPRN network have been assigned a value of 3. The 'A' Roads have been assigned a value of 2 and the Local Distributor Roads assigned a value of 1. To assist in prioritising those schemes within the same network hierarchy, bus frequency would provide a fair proxy for road usage and this has been used to develop scheme prioritisation.

5.3.17. The scoring system is then a simple multiplication of the network hierarchy score multiplied by the bus frequency as shown below:

$$\text{Score} = \text{Network Hierarchy} \times \text{Bus Frequency}$$

5.3.18. The schemes have then been ranked on the assessment score. The list of possible improvement schemes together with the assessment score and priority ranking has been detailed in the Scheme Identification list shown in Table 5.3.2 below.

Option Identification, Evaluation and Costs

5.3.19. From the schemes identified in Table 5.3.2 each needs to be viewed in terms of deliverability following the consultation process. The schemes have been included along with outline cost estimates. All of the proposed schemes have been allocated to the financial programme over the next 5 years in accordance with the LIP guidance. A funding level of approximately £500,000 has been allowed for each financial year.

5.3.20. Table 5.3.3 below provides a list of the proposed schemes with cost estimates and an implementation programme based on the priority ranking. The table also identifies the relevance of each scheme to the Mayor's Transport Strategy policies, priorities and targets

Table 5.3.1 Congestion Bottlenecks Summary

Road Name	Location	Description of Delay Congestion	Hotspot Ref.
Station Road	From Brabant Road to Wood Green high Road	Parking in Station Road close to the Green Lanes junction severely restricts traffic flows both eastbound and westbound. The westbound restriction blocks back onto the junction and blocks traffic on the High Road.	-
Park Avenue	On the approach to High Road	Peak traffic flows blocking back into Station Road (Wood Green) and Bounds Green Road (and thus forming a loop with tailbacks to Wood Green High Road)	-
Lordship Lane	On the approach to High Road	Vehicles badly parked in the narrow parking bays in Lordship Lane often obstruct the Wood Green junction.	-
Langhedge Lane	Fore Street and Snells Park		
Green Lanes	From Turnpike Lane to Manor House Station	Illegal parking and heavy shopping traffic including weekends and evenings. Traffic turning right into Sainsbury's causes long tailbacks. Issues of enforcement. Illegal parking causes block back to Turnpike Lane in morning peak and Brownswood Road in evening peak.	1
Turnpike Lane LUL Station	From Lordship Lane to Turnpike Lane	Traffic congestion at junction exacerbated by illegal parking. Major problem.	2
Wood Green High Road		Narrow width of carriageway and illegal parking and loading activity causes heavy delays.	3
Wood Green LUL Station		Traffic congestion at junction, parking in Lordship Lane and opposite bus garage. Kiss and Ride problem during peak hours.	4
Colney Hatch Lane	Muswell Road to Alexandra Park Road	Parking and loading/unloading. No restrictions in some areas allow legitimate parking which can block traffic flow.	8
Stroud Green Road	Entire length	Shoppers, Deliveries, minicabs, snooker hall. Is worst during the evening	9
Turnpike Lane	Entire length	Shoppers and Deliveries.	10
High Road, Tottenham	From Lordship Lane to Brantwood Road	Significant parking problems associated with shops, including bus stops - all days and all times. Parking & loading in at Northumberland Park	12
High Road, Wood Green	From Lordship Lane to Bounds Green Road	Parking throughout the day. Unloading of deliveries occurs throughout the day. This reduces the High Road to one lane. Traffic tails back across the Bounds Green Road junction.	13
High Road, Tottenham	Lansdowne Road to Bruce Grove	Parking between Dowsett Road and Bruce Grove is a major problem. Significant problems with traffic light phasing at Dowsett Road.	15
Lordship Lane	From Redvers Road to Westbury Avenue	Shoppers and deliveries, especially electrical goods. Minicabs on approach to High Road.	16
West Green Road		Illegal parking	17
Westbury Avenue	Between Roundway and Turnpike Lane	Car parking	18
Broadway, Crouch End		Shoppers and deliveries	20
Philip Lane	Entire length	Residential parking and sports centre	22
High Street, Hornsey	Middle lane to Hillfield Avenue	Shoppers and deliveries. Small business working from kerb side and general parking and loading offences. Parking on bus stops.	23
Muswell Hill Broadway		Parking and loading/unloading	24
Park Road, Crouch End		Shoppers and deliveries	27

Road Name	Location	Description of Delay Congestion	Hotspot Ref.
St Ann's Road	At Hermitage Road	Rat running traffic causes delays at mini roundabout	28
Tottenham Lane		Parking and loading and unloading	29
White Hart Lane	by the Rail Station	Parking by minicab offices and local shops	30

Table 5.32. Congestion Bottlenecks Scheme Identification

Item	Road Name	Location	Description of Delay Congestion	Hotspot Ref.	"Do Minimum" Scheme Proposal	"Do Something" Scheme Proposal	Bus Route Frequency (buses/hour)	Assess-ment Score	Rank
Borough Principal Road Network - Busy Bus Routes									
7-1	Green Lanes	From Turnpike Lane to Manor House Station	Illegal parking and heavy shopping traffic including weekends and evenings. Traffic turning right into Sainsbury's causes long tailbacks. Issues of enforcement. Illegal parking causes block back to Turnpike Lane in morning peak and Brownswood Road in evening peak.	1	Improved parking enforcement	(1) Waiting and loading review. (2) Add additional loading bay cut backs to the length of Green Lanes. (3) Signal timing modification at Sainsbury's.	27	81	10
7-2	Turnpike Lane LUL Station	Turnpike Lane/Wood Green High Road/Westbury Avenue junction	Traffic congestion at junction exacerbated by illegal parking.	2	(1) CCTV enforcement of Yellow Box Junction including (2) Improved parking enforcement (2) Waiting and loading review on side roads (3) Junction modifications	(1) Signal timing modifications including side roads for flow (2) Waiting and loading review on side roads (3) Junction modifications	114	342	1
7-3	Wood Green High Road	From Lordship Lane to Turnpike Lane	Narrow width of carriage-way and illegal parking and loading activity causes heavy delays.	3	Improved parking enforcement	Implement CCTV enforcement.	99	297	2
7-4	Wood Green LUL Station	Wood Green Road/Lordship Lane/Station Road junction	Traffic congestion at junction, parking in Lordship Lane and opposite bus garage. Kiss and Ride problem during peak hours.	4	Improved parking enforcement	(1) Waiting and loading review for peak times. (2) Junction layout improvements.	76	228	3

7-5	High Road, Wood Green	From Lordship Lane to Bounds Green Road	Parking throughout the day. Unloading of deliveries occurs throughout the day. This reduces the High Road to one lane. Traffic tails back across the Bounds Green Road junction.	13	Improved parking enforcement	(1) Waiting and loading review of physical measures.	76	228	3
7-6	Lordship Lane	From Redvers Road to Westbury Avenue	Shoppers and deliveries, especially electrical goods, Minicabs company causing obstruction approach to Redvers Road.	16	Implement CCTV enforcement and increase parking attendant enforcement.	(1) Examine scope for introducing loading bay. (2) Extend eastbound bus lane on Lordship Lane (approach to Boreham Road). (3) Retiming of traffic signals.	31	93	6
7-7	Turnpike Lane	Entire length	Shoppers and deliveries waiting and loading, causing width restrictions to narrow carriageway taken up by a bus lane (1600-1900) and 2 lanes of traffic. Congestion occurs as a result.	10	Additional CCTV cameras for bus lane and parking enforcement together with additional parking attendant enforcement.	Waiting and Loading review.	24	72	11
7-8	High Street, Hornsey	Middle Lane to Hillfield Avenue	Shoppers and deliveries. Small business working from kerb side and general parking and loading offences. Parking on bus stops.	23	Improved parking enforcement	Waiting and Loading review.	9	27	17
7-9	Colney Hatch Lane	Borough Boundary to Muswell Road	Parking and loading/unloading. No restrictions in some areas allow legitimate parking which can block traffic flow.	8	Waiting and Loading review.	Waiting and Loading review.	17	51	13

Draft Local Implementation Plan Chapter 5 Local Implementation Plan Proposals

7-10	Muswell Hill Broadway	From Muswell Hill to Muswell Road	Parking and loading/unloading	24	Improved parking enforcement	Waiting and Loading review.	35	105	5
7-11	High Road, Tottenham	From Lordship Lane to Brantwood Road	Significant parking problems associated with shops, including bus stops - all days and all times. Parking & loading in northbound bus lane. Sainsburys superstore has a signalised junction closely followed by the two signalised junctions at Northumberland Park.	12	Improved parking enforcement	1) Implement bus lane CCTV enforcement. 2) Review signal phases of the three junctions.	30	90	7
7-12	High Road, Tottenham	Lansdowne Road to Bruce Grove	Parking between Dowsett Road and Bruce Grove is a major problem. Significant problems with traffic light phasing at Dowsett Road.	15	Improved parking enforcement	1) Examine scope for introducing loading bays 2) Retiming of traffic signals.	30	90	7
Borough Principal Road Network - 'A' Roads									
7-13	West Green Road	Entire Length	Illegal parking	17	Improved parking enforcement	Waiting and Loading review.	31	62	12
7-14	Westbury Avenue	Between Roundway and Turnpike Lane	Car parking	18	Improved parking enforcement	1) Waiting and Loading review. 2) Inset loading bays.	21	42	16
7-15	Tottenham Lane	Entire length	Parking and loading and unloading	19	Improved parking enforcement	Waiting and Loading review.	25	50	14
7-16	Broadway, Crouch End	Entire length	Parking and loading and unloading	20	Improved parking enforcement	Waiting and Loading review.	25	50	14
7-17	Stroud Green Road	Entire length	Parking from shoppers, deliveries, minibuses, snooker hall. Worst during the evenings.	9	Improved parking enforcement	Waiting and Loading review.	42	84	9
Local Distributor									

7-18	Station Road	From Brabant Road to Wood Green high Road	Parking in Station Road close to the Green Lanes junction severely restricts traffic flows both eastbound and westbound. The westbound restriction blocks back onto the junction and blocks traffic on the High Road.	-	Improved parking enforcement	Waiting and Loading review.	19	19	19
7-19	Park Avenue	Entire length	Peak traffic flows blocking back into Station Road (Wood Green) and Bounds Green Road (and thus forming a loop with tailbacks to Wood Green High Road)	-	Improved parking enforcement	Waiting and Loading review.	0	0	23
7-20	Park Road, Crouch End	Entire length	Shoppers and deliveries	27	Improved parking enforcement	Waiting and Loading review.	20	20	18
7-21	Philip Lane	Entire length	Residential parking and sports centre	22	Improved parking enforcement	Waiting and Loading review.	11	11	21
7-22	St Ann's Road	At Hermitage Road	Rat running traffic causes delays at mini roundabout	28	Implement 20mph zone	Implement traffic signals	6	6	22
7-23	White Hart Lane	Near the Rail Station	Parking by minicab offices and local shops	30	Improved parking enforcement	Waiting and Loading review.	12	12	20

Table 5.3.3 Congestion Bottlenecks Implementation Programme

Scheme Ref.	Road Name	Location	Problem	"Do Something"	Estimated Scheme Cost (£000s)	Yearly Breakdown of Costs (£000s)				Ranking	Mayor's Objectives	
						2006/07	2007/08	2008/09	2009/10		Priority Area No.	Proposal/Target No.
7-2	Turnpike Lane LUL Station	Turnpike Lane/Wood Green High Avenue junction	Traffic congestion at junction exacerbated by illegal parking.	1) Signal timing modifications including side roads for flow continuity 2) Waiting and loading review on side roads 3) Junction modifications	200					1	III	4G.Pr20 6
7-3	Wood Green High Road	From Lordship Lane to Turnpike Lane	Narrow width of carriageway and illegal parking and loading activity causes heavy delays.	Implement CCTV enforcement.	45					2	III	4G.Pr20 6
7-4	Wood Green LUL Station	Wood Green High Road/Lordship Lane/Station Road junction	Traffic congestion at junction, parking in Lordship Lane and opposite bus garage. Kiss and Ride problem during peak hours.	1) Waiting and loading review for peak times. 2) Junction layout improvements.	100					3	III	4G.Pr20 6
7-5	High Road, Wood Green	From Lordship Lane to Bounds Green Road	Parking throughout the day. Unloading of deliveries occurs throughout the day. This reduces the High Road to one lane. Traffic tails back across the Bounds Green Road junction.	1) Waiting and loading review, and consideration of physical measures.	100					4	III	4G.Pr20 6

7-10	Muswell Hill	From Muswell Hill to Muswell Road	Parking and loading/unloading	Shoppers and deliveries, loading/unloading	Waiting and Loading review.	25	25					5	III	4G.Pr	20	6
7-6	Lordship Lane	From Redvers Avenue	Westbury Road to Redvers Avenue	Shoppers and deliveries, especially electrical goods, obstruction on the westbound approach to Redvers Road.	Examine Scope for introducing loading bays	125	125					6	III	4G.Pr	20	6
7-11	High Road, Tottenham	From Lordship Lane to Brantwood Road	Significant parking problems associated with shops, including bus stops - all days and all times. Parking & loading in northbound bus lane. Sainsburys superstore has a signalised junction closely followed by the two signalised junctions at Northumberland Park and White Hart Lane	1) Implement bus lane CCTV enforcement. 2) Review signal phases of the three junctions.		80	80					7	III	4G.Pr	20	6
7-12	High Road, Tottenham	Landowne Road to Bruce Grove	Parking between Dowsett Road and Bruce Grove is a major problem. Significant problems with traffic light phasing at Dowsett Road.	1) Examine Scope for introducing loading bays 2) Retiming of traffic signals.		75	75					8	III	4G.Pr	20	6
7-17	Stroud Road	Entire length	Parking from shoppers, deliveries, minibuses, snooker hall. Worst during the evenings.	Waiting and Loading review.		50	50					9	III	4G.Pr	20	6

7-1	Green Lanes	From Turnpike Lane to Manor House Station	Illegal parking and heavy shopping traffic including weekends and evenings. Traffic turning right into Sainsbury's causes long tailbacks. Issues of enforcement. Illegal parking causes block back to Turnpike lane in morning peak and Brownswood Road in eve	125	125				125	1) Waiting and loading review. 2) Add additional loading days on Green Lanes. 3) Signal timing modification at Sainsbury's.	10	III	4G.Pr 20	6
7-7	Turnpike Lane		Shoppers and deliveries waiting and loading, causing width restrictions to narrow carriageway taken up by a bus lane (1600-1900) and 2 lanes of traffic. Congestion occurs as a result.	80	80				80	Waiting and Loading review.	11	III	4G.Pr 20	6
7-13	West Green Road	Colney Hatch Lane	Borough Boundary to Muswell Road	Parking and loading/unloading. No allow legitimate parking which can block traffic flow.	20	20			20	Waiting and Loading review.	13	III	4G.Pr 20	6
7-15	Tottenham Lane			Parking and loading and unloading	50				50	Waiting and Loading review.	14	III	4G.Pr 20	6
7-16	Broadway, Crouch End			Parking and loading and unloading	20				20	Waiting and Loading review.	15	III	4G.Pr 20	6
7-14	Westbury Avenue	Between Roundway and Turnpike Lane		Car parking	75				75	1) Waiting and Loading review. 2) Inset loading bays.	16	III	4G.Pr 20	6

[illegible]

5.3.21. Under Proposal 4G.18 the Council is required to develop Red Route type initiatives on the Borough's own A roads and busy bus routes. Red Routes were introduced to maximise the efficiency of limited road space and update inadequate yellow line parking controls. Their aim is to improve traffic flow on busy main roads by greater enforcement and the use of relevant and sufficient parking, particularly where the roads pass through local shopping areas. Red route schemes typically consist of:

- Parking improvements with short term bays located at shop frontages
- Better bus services due to improved enforcement, clearer parking regulations and bus priority measures at signals
- Safer and improved cycling facilities
- Improved pedestrian safety, pavements, crossings and priorities
- Improved disabled facilities
- Better lighting
- Side road entry treatments
- A better environment by planting trees along the route

5.3.22. LIP guidance requires the Council to include a plan for implementing parallel initiatives on all A roads and busy bus routes. The plan for parallel initiatives must include the following elements:

- Identification of sections of the "A" roads and busy bus routes network to review with TfL by July 2005
- Determination of the principal functions of the sections, in terms of the importance of different road users. This task will be carried out jointly with TfL by July 2005.

5.3.23. The Government Office for London has agreed is proposing a new "strategic road" network to be provided for London. This will give additional powers to the Mayor and TfL to work with the London boroughs to minimise disruption on the network.

5.3.24. Roads in Haringey that have become designated "strategic" roads under the new Act are:

- A105 (Green Lanes and High Road)
- A1000 (Great North Road)
- A1010 (High Road and Fore Street)
- A1080/ A109 (Westbury Avenue, Boreham Road, Lordship Lane and The Roundway).

The UDP sets out the road hierarchy in three tiers:

- Tier 1 Strategic routes

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

- Tier 2 London distributor roads
- Tier 3 Local distributor roads

5.3.25. The remaining roads in the Borough network are classified as local access roads providing access to final destinations where non-traffic functions may have a priority.

5.3.26. In order to determine if potential roads are suitable for red route type enhancement, the initial selection criteria could be by asking some simple questions such as:

- Is the road an “A” road or busy bus route?
- Is Haringey the Highway Authority for this road?
- Is the road on the Borough Priority Road Network?
- Is the bus corridor busy based on bus patronage, the number of bus routes and bus frequency?
- Has the road high traffic volume?
- Are there a significant number of accidents?
- Do buses suffer significant delays?
- Does general traffic suffer considerable delays?
- Are there congestion hotspots in this section of road?
- Are there many shop frontages?
- Are these shops mainly small, local traders or small branches of national companies?
- Is there parking to service these shops?
- Is the parking on-street?
- Are there many pedestrians?
- Is there a need to cross the road?
- Is the footway in poor condition?
- Is there predominantly hard landscaping?
- Are there few trees?
- Are speeds at junctions high?
- Are the cycle facilities poor or non-existent?
- Is this road not on any future plan for improvement?

5.3.27. This would involve desk studies, correspondence with TfL, neighbouring boroughs, stakeholders and analysis of existing data in order to form a reasonably accurate picture of each section of road under consideration.

5.3.28. The determination of whether the bus route is busy or not will be carried out by the same procedure listed in below in Bus Stop Accessibility.

5.3.29. Sections of “A” road and busy bus routes have been identified in the section on Bus Priority. The programme for this task has identified

sections of road on twenty two bus routes (shown in Table 5.3.4 below) where bus priority measures are required.

Table 5.3.4 - Bus Priority Schemes Identified for Parallel Initiatives Further Study

Scheme Ref:	Section of Road
3-2	North Hill Road (between Archway Road and Hampstead Lane)
3-8	Tottenham Lane/ Church Road (incl Hornsey Station approach) (between Ferme Park Road and Turnpike Lane)
3-9	West Green Road (between Phillip Lane and Tottenham High Road)
3-3	Crouch End Hill (between the Borough boundary and The Broadway Crouch Hill)
3-5	Alexander Park Road/ Albert Road/ Durnsford Road (between Coney Hatch Lane and Bounds Green Road)
3-6	Station Road (between Alexandra Palace Station and Wood Green High Road)
3-7	Fortis Green Road (between Borough boundary and Muswell Hill Road)
3-4	Hampstead Lane (between the Borough boundary and Hornsey Lane)
3-14	Phillip Lane (between West Green Road and Tottenham High Road)
3-10	Middle Lane/ Rokesly Avenue/ Ferme Park Road Stapleton Hall Rd (between Hornsey High Street and Stroud Green Road)

Draft Local Implementation Plan
Chapter 5 Local Implementation Plan Proposals

3-12	Lordship Lane/ Lansdowne Road/ Shellbourne Road (from Bruce Grove to Northumberland Park Station)
3-15	Bounds Green Road (between A406 and Wood Green High Road)
3-11	Alexandra Palace Way (between Priory Road and Alexandra Palace Railway Station)
3-13	Black Boy Lane (between West Green Road and St Ann's Road)
3-18	St Ann's Road (between Green Lanes and Tottenham High Road)
3-16	Alexandra Park Road/ Palace Gates Road (between Albert Road and Alexandra Palace Railway Station)
3-17	Watermead Way (between Hale Road and the Borough boundary)
3-19	Coppetts Road/ Pages Lane (between Trott Road and Fortis Green Road)
3-20	Willoughby Road/ Leaside Lane (between Northumberland Park and Watermead Way)
3-21	Bull Lane/ Queen Street (between the Borough boundary and White Hart Lane)
3-22	Shelbourne Road/ Rosebery Avenue/ Havelock Road/ Dowsett Road (between Lansdowne Road and Tottenham High Road)
3-23	Gladesmore Road/ Grovelands Road/ Wargrave Avenue

5.3.30. The Council will review of each section of road to determine whether the section of road is included in any existing fund for improvements such as BSP, Medium Term Action Plan (MTAP), LBI or LCN.

5.3.31. A ranking system would be then required in order to prioritise the schemes to be further studied, jointly with TfL. This could be devised based on a weighted scoring system that gave points based on specific criteria and the level of importance awarded to each of these criteria.

5.3.32. In order to make a detailed assessment of the problems experienced on each section of the network, classified by road user, and taking account the status of each section, further study would be required. This would involve commissioning surveys such as land use, pedestrian surveys, cyclist studies, traffic volumes by classification, traffic speeds, parking, bus journey time delays and site visits. These would be required to determine the factual basis behind the selection criteria. Haringey are required to carry out these surveys and the assessment by December 2006.

5.3.33. Further to this, quantification, design and development of schemes would progress from 2007 with completion by March 2011.

Archway Road bridge anti-suicide measures

5.3.34. The scheme seeks to introduce anti-suicide measures on Archway Road bridge on Hornsey Lane. The relationship to reducing traffic congestion is from the impact of actual and potential suicides on traffic flows on the Archway Road beneath the bridge, part of the TLRN. Any disruption can have a significant impact on the high traffic flows including the six bus routes operating on Archway Road and the single bus route operating on Hornsey Lane. The benefits of the scheme are likely to be significant as, nationally, some 25% of all suicides from high structures occur from this bridge. The measures are aimed at preventing this high toll. Other benefits not related to transport are clearly a reduction in resources needed by emergency services to deal with personal tragedies as well as reduced trauma for the general public witnessing suicides.

5.3.35 Archway Road bridge is a grade II listed bridge. Work is currently ongoing to implement strengthening and waterproofing works to the bridge which are expected to complete in 2005/6. The Council is leading a partnership of local interest groups and organisations to devise, design, test, commission and install an effective “fall-arrest” system to prevent further deaths including accidental falls from the bridge. Some measures are in place to prevent suicide attempts but these are not sufficiently effective to prevent the bridge being a magnet for suicides. As the bridge is a listed structure the scope for adding physical works is limited. A scale model of the bridge is to be prepared in 2005/6 subject to the availability of funding, estimated at £69,000. The scheme would be implemented in 2006/7 and 2007/8. Funding of ? is required for the implementation works.

Table ? Archway Road bridge anti-suicide measures

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

Scheme	2005/6	2006/7	2007/8	2008/9	2009-11
	£k	£k	£k	£k	£k
Archway Road bridge anti-suicide measures	69	250	50		

5.4. Mayoral Priority Area: Improving the working of parking and loading arrangements to provide fair, reasonable and effective enforcement of regulations, recognising the needs of business for servicing and delivery as well as other road users, thus contributing to easing congestion and improving access to town centres and regeneration areas

MTS Policy and/or Proposals

Proposal 4F.21: TfL will establish a partnership by the end of 2001 to review arrangements for coach parking, facilities and terminals and to look at how to manage the negative environmental impacts of coach travel. This will build on the work of existing organisations and involve relevant interested parties, including the coach industry, the London boroughs and the police.

Proposal 4G.1: A London Motorcycle Working Group will be established by TfL to include user groups, the police and the boroughs. This group's work will include measures to enhance and extend the provision of parking for motorcycles and mopeds, particularly in areas of high demand. Opportunities will be explored to improve road safety and reduce emissions and noise pollution. It will also review the evidence and if appropriate consider experiments to allow motorcycles and mopeds to share bus lanes.

Proposal 4G.15: TfL and the boroughs will review parking and loading controls along all the TLRN, including all side roads adjoining the TLRN, including all roads designated as GLA side roads, along busy bus routes and in other key locations. The GLA will seek to ensure that appropriate lengths of the roads in the immediate vicinity of the TLRN are designated as GLA side roads. The review will build on previous work by the Traffic Director for London, TfL and the London boroughs. The aim will be to ensure that parking and loading controls protect buses and traffic whilst ensuring necessary access for local shops, community facilities and residents, particularly for disabled people. (To achieve this, all the TLRN and roads designated as GLA side roads should have appropriate parking and loading controls, with clear allocations of street space and explicit standards of enforcement by the end of 2001. These standards should be extended to cover all roads with busy bus routes by end of 2008.)

Proposal 4G.16: The London boroughs should review the provision and pricing of public off-street parking to ensure that this conforms with the objectives of the Transport Strategy. The London boroughs should ensure that charges for off-street car parking in town centres give priority to short term users.

Proposal 4G.17: Boroughs should submit Parking and Enforcement Plans as an integral part of future Local Implementation Plan. The London boroughs' Parking and Enforcement Plans must fully reflect the objectives of the Transport Strategy and, in particular: be comprehensive, including consideration of parking provision, charging regimes, on-street controls and parking standards; be co-ordinated and compatible with surrounding authorities; provide a clear strategy for effective enforcement; support the economic viability of town centres, whilst reducing the overall availability of long-stay parking; ensure that the needs of disabled people, motorcycles, buses, coaches, business and freight are taken into account, along with loading and signing issues in relation to parking; demonstrate how the provision, location, safety and security of public car parks will deliver the objectives of the Strategy.

Proposal 4H.2: TfL, working with Railtrack and train operating companies, in consultation with local authorities and Regional Assemblies, will review current provision of car parking at Underground and National Rail stations, bringing forward plans to upgrade and extend provision where this will result in shortening of car journeys and an overall reduction in car use within and beyond London. A high priority will be given to accessible parking for disabled motorists.

Performance Indicators/Targets

5.4.1. Guidance stipulates boroughs are to achieve improvements in compliance with parking and loading regulations from a baseline to be agreed between boroughs and TfL by December 2004. The target and the associated modal shift targets are set at the London-wide level. No indicators have been set yet.

Scheme Proposals

5.4.2. The Council's work in developing parking policy is set out in detail in Chapter 7.

5.5. Mayoral Priority Area: Improving Accessibility and social inclusion on the transport network. Plans should have regard to safety and security for women and vulnerable users

MTS Policy and/or Proposals

Strategy Proposal 3: Specific proposals for taking forward policy 3.9 including establishing pan-London social group and issue based forums to provide input to the policy development and implementation process, building on existing arrangements.

Proposal 4E.9: TfL will work with the SRA, the Train Operating Companies and the London boroughs to significantly improve the sense of security felt by rail passengers when using rail stations, and to raise more stations in London to the 'Secure Stations' standard.

Proposal 4E.13: TfL will work with the SRA, Railtrack (Network Rail), the Train Operating Companies and the London boroughs to identify and implement a London-wide programme of improved accessibility of National Rail stations, including the establishment of a core network of accessible stations.

Proposal 4F.11: TfL and the London boroughs will develop and implement a long-term programme so that all bus stops have appropriate passenger facilities and can be served effectively by low floor buses. (

Proposal 4N.5: TfL will work with the community transport sector and the London boroughs to seek closer integration of mainstream and community transport services, and take into account the outcome of the Commission for Accessible Transport pilot schemes.

Proposals 4O.1-14: Series of proposals relating to accessible transport.

Proposal 4P.5: TfL will work with the London boroughs, the British Transport Police, the Metropolitan Police, operators and trade unions to bring forward and implement initiatives for reducing transport-related crime and fear of crime. Interfaces will be managed to ensure consistent standards of safety are achieved.

Performance Indicators/Targets

Access target: TfL and the boroughs are to achieve year on year improvements to the proportion of trips made by equality and inclusion target groups under-represented in the public transport travel market, particularly disabled people, older people and women travelling at night. This target is set at the London-wide level.

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

Taxicard target: Boroughs to ensure that their Taxicard scheme conforms to an agreed all-London standard in terms of eligibility assessment and entitlement by 2006. Target set at the individual borough level.

Schemes/Programme 2005/6 – 2010/11

Consultation on Accessibility Issues

5.5.1. The Council has set up an interim Mobility Forum. A number of meetings have been held by the Forum which has representation from Council officers and representatives from elderly and disabled groups. A fully constituted body is expected to be established in 2005/6. The Forum has considered issues relating to the highway network, access to rail stations and on Dial-a-Ride performance.

Safety and Security

5.5.2. The Council is willing to work with the Mayor on developing the Safer Travel at Night initiative in an appropriate Haringey context.

5.5.3. The DfT has carried out research in recent years on perceptions of personal security and public transport. It has been identified that measures such as staff presence, lighting and CCTV are seen as important components of transport nodes and interchanges and influential to perceptions of safety.

5.5.4. The Council participated in the Personal Security and Public Transport Interchanges [PSATI] initiative that developed a range of measures at 9 interchanges in London including at Seven Sisters station. Measures implemented included streetscape improvements such as street lighting and cycle stands and improved lighting in the station and provision of customer service information boards and mirrors.

5.5.5. TfL Women's Action Plan focuses on the need to improve the transport environment for women. There are several factors that contribute to the reduction in women's travel choices. The key differences between men and women in relation to their lifestyles and transport requirements are as follows:

- Personal security and perception of risk
- Access to the car
- Family responsibilities
- Employment
- Women in the transport industry

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

5.5.6. Concerns over personal security are a particular barrier to travel for women, although statistically young men are more likely to be the victims of crime. However, the British Crime Survey indicates that women are four times more likely than men to feel unsafe when walking at night. Women aged 60 and over are by far the most likely to say they feel unsafe in these circumstances. Women reduce the risk either by making journeys that are perceived to be more secure, making journeys at selected times of the day, or choose not to travel at all.

5.5.7. The fundamental action area is to improve levels of real and perceived personal security. TfL are currently running projects aimed at improving perceptions. In terms of transport interchanges, there are several projects aimed at improving safety and security of the waiting environment. Women are likely to feel more vulnerable waiting for their bus or train to arrive than they do when they are actually on the vehicles.

5.5.8. London Underground (LU) has increased its commitment to the Secure Station Scheme, a national accreditation scheme setting independent standards of safety. This is run by the British Transport Police in partnership with the DfT and Crime Concern. LU is working with high priority boroughs first. Twenty-nine stations have achieved accreditation, and there are a further twenty in the pipeline.

5.5.9. The Council has commissioned consultants to develop a programme for improving personal security at interchanges. The study focused on 7 stations in the Borough and on Finsbury Park [located in LB Islington but a major access point for the public transport network for Haringey residents]. The choice was informed by the volume of usage of each station.

- Alexandra Palace
- Bounds Green
- Harringay
- Hornsey
- Tottenham Hale
- Turnpike Lane
- Wood Green
- Finsbury Park

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

5.5.10. Station audits were undertaken. The audits included all approaches to the stations, lighting and CCTV coverage, traffic management, barriers to access, cleanliness, identification of 'dark areas' and vegetation.

Table 5.5.1 below illustrates improvement options at each station.

5.5.11. The table contains an overview of the measures required for each of the stations in this study. The stars identify those personal security enhancement measures that need to be implemented: with '4' stars for those that need to be prioritised immediately and '1' star over a longer term period of 2 to 5 years.

5.5.12. The station audits had informed the development of the evaluation criteria and the prioritisation of options for each of the stations.

The programme to improve personal security at each station is included in the programme for improving access to rail stations in Tables 5.5.3 to 5.5.13 below.

Table 5.5.1 Proposed Improvements to Personal Security

	Improvements to Personal Security at Stations and Approaches				Ranking Order	Key: Priority Rating
	Lighting	CCTV	Crossings	Customer Information		
Alexandra Palace	☆☆	☆☆	☆☆☆☆	☆☆	☆☆	3
Bounds Green	N!!	☆☆	N!!	☆☆	N!!	4
Harringay	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆	☆☆	☆☆	2
Hornsey	☆☆☆☆☆	☆☆☆☆☆	N!!	☆☆	☆☆	1
Tottenham Hale	☆☆	☆☆	N!!	N!!	N!!	6
Turnpike Lane	N!!	☆☆☆☆	N!!	☆☆	N!!	4
Wood Green	☆☆☆☆	☆☆☆☆	N!!	☆☆	N!!	5
Finsbury Park	☆☆	☆☆	N!!	N!!	N!!	N/A

Door to Door Transport

Introduction

Mayor's Transport Strategy

5.5.13. "Closer working between TfL and the Community Transport sector" has been highlighted as an important aspect in the Mayor's Transport Strategy (MTS) to take forward the objectives of closer integration of mainstream and community transport services within the Borough. Therefore within the MTS, one of the Mayor's ten key priority areas is, '*More accessible transport*'.

5.5.14. The Borough is required by the MTS to seek greater integration of passenger transport services within the Borough by developing a number of coherent, integrated strategies for improved door-to-door services within its Local Implementation Plan and taking into account the outcomes of the Commission for Accessible Transport Pilot Schemes.

5.5.15. The Mayor's Transport Strategy seeks greater integration, and Boroughs have been asked to develop coherent strategies for door-to-door services within their Local Implementation Plans.

5.5.16. The encouragement for greater integration has been drawn out of four Commission for Accessible Transport (CAT) pilot schemes, which commenced in 1999. These pilots involved different combinations of services brought together in different ways. In particular, the ones in Lewisham and Newham clearly demonstrated some potential benefit from moving towards the integration of door-to-door transport services, both in terms of the quality of services to users and in terms of cost.

5.5.17. It is appropriate for the Boroughs to take a lead in greater integration of door-to-door transport, as significant elements of provision lie within their control. This is particularly true of special educational needs and social services transport; furthermore, the Boroughs have (through the ALG) responsibility for Taxicard and Freedom Pass.

Existing Door-to-Door Services

London-Wide Door-to-Door Transport Services

Mainstream Bus Services

5.5.18. Transport for London provide 40 bus routes which run wholly or partly in Haringey. Good progress has been made with converting these routes to operation with low floor buses and the entire London Bus Network will be accessible by July 2005. However, although vehicles are physically accessible, there are problems for elderly and disabled people

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

relating to overcrowding, driver behaviour and conflict with other users. Therefore there has been little transfer from door-to-door services to the mainstream bus network.

Dial-a-Ride

5.5.19. Dial-a-Ride is a London-wide door-to-door bus service for people with mobility problems who find it hard or impossible to use conventional public transport. The service can be used for journeys such as shopping, visiting friends, attending meetings, doctors and dentists. It cannot be used to attend hospital appointments or local authority Day Centres.

5.5.20. When the GLC was abolished in 1986, Dial-a-Ride funding was taken over by the government through a grant administered by London Transport. In 1991, the borough based Dial-a-Ride schemes were reorganised into six regions each covering between four and seven boroughs. Each regional Dial-a-Ride service was operated by an independent, charitable company run by a board of directors elected by the users of the service.

5.5.21. In July 2000 the Mayor, through TfL, took over responsibility for the funding of Dial-a-Ride. A review was completed in October 2001, and changes were initiated in order to improve the service to its users, the main one being that Dial-a-Ride should be operated by a single company across London. In April 2002, TfL took over the operation of the service through its operating subsidiary, London Buses Limited.

5.5.22. Dial-a-Ride owns 316 vehicles in London. Dial-a-Ride's fleet consists mainly of minibuses carrying up to 15 passengers. Dial-a-Ride also use taxis and minicabs for the service where the use of a full size minibus cannot be justified. An experiment with the use of smaller MPV type vehicles is currently underway. Haringey is served by the Dial-a-Ride depot in Palmers Green.

5.5.23. Only Dial-a-Ride members can make bookings and all journeys must be pre-booked. Users normally book one day in advance and fares are broadly equivalent to bus fares. Admission to the scheme was historically based on self-certification but has moved towards an assessment based approach.

5.5.24. Dial-a-Ride will launch a new booking and scheduling system during 2005. The new system will make it much easier for passengers to use the service and will significantly reduce the refusal rate through the more efficient allocation of resources, made possible by automated scheduling of trips. Dial-a-Ride fares are based on the length of the journey and are comparable to mainstream bus fares.

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

Taxicard

5.5.25. Taxicard allows people who have difficulty using buses, tubes and trains, due to their restricted mobility, to travel in Licensed Hackney Carriage Vehicles (black cabs) at subsidised rates. Taxicard is not for people with temporary disabilities such as a broken leg.

5.5.26. The responsibility for Taxicard was transferred to individual boroughs in London after the abolition of the GLC in 1985/6. The Taxicard scheme is now administered by the Association of Local Government (ALG). However, some London Boroughs have set up their own schemes. Since November 2001, TfL has contributed funding to enable a move toward more standard conditions across London.

5.5.27. Applicants must be able to use a black cab and have access to a telephone. Taxicard users first have to register for the service with their local Council. To be eligible for the scheme, applicants must meet particular criteria.

5.5.28. Taxicard users can either book a cab by telephone, hail one in the street, or pick a taxi up at a rank. They then hand their taxicard to the driver, who enters their details into his/her computer terminal. At the end of the journey users pay a minimum charge as set by the boroughs (usually £1.50), plus any amount above the maximum trip subsidy. The Taxicard service is available 24 hours a day 365 days a year, subject to taxi availability.

5.5.29. Currently there are approximately 1400 registered Taxicard users within Haringey. They make approximately 1000 trips per month. Users in Haringey are entitled to 10 trips per calendar month (120 per year) with no rollover of any unused trips. Rollover trips can be agreed with Haringey Council upon request. Extra drivers are employed at busy periods, for example Christmas time.

5.5.30. Haringey has a limited numbers of black cabs in the borough. Taxicard has contracts with three cab companies to provide the services within Haringey, including Computer Cab, Dial-a-Cab and Data Cab. The company is also investigating the possibility of extending and expanding their service provision by using mini cabs. Since the addition of three cab companies to the service there has been a big improvement in the quality of the Taxicard service.

5.5.31. There has been a 70% increase in the number of disabled people who have taken advantage of the Taxicard scheme, with more than 900,000 trips in London using the scheme last year. Every year some 45,000 Londoners with mobility problems travel in taxicabs at a reduced cost through the Taxicard scheme.

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

5.5.32. Improvements are being made to the reliability of Taxicard through a new contract with the provider Com Cab which came into effect on 1 October 2004. There are now more vehicles and more planned in the local area including the use of private hire vehicles to supplement licensed taxis in the area.

5.5.33. In some Boroughs Taxicard users are able to use Capital Call in addition to their Taxicard entitlement. Capital Call users are allowed to book licensed minicab trips up to a total value of £200 annually. This is particularly useful in areas where the supply of black cabs is low.

5.5.34. Dial-a-Ride and Taxicard are planning to set up a one-stop call centre in 2005 to try to combine and integrate trip making services as well as to reduce gaps and unmet demand for trips.

Freedom Pass

5.5.35. The Freedom Pass entitles people who are aged over 60 or an eligible person who lives permanently in a London Borough to free travel on buses, underground trains, national rail, Docklands Light Railway, and trams in London.

5.5.36. The Freedom Pass scheme is funded by the 33 London Boroughs at a cost of £157m annually, and is managed by the Association of London Government (ALG) on behalf of all London boroughs. It is considered to be the most generous concessionary fares scheme in the country. The pass is

as valid as follows:

Buses Older people travel free on most buses between 9am and 4.30am the following morning, Monday to Friday, plus all day at weekends and on public holidays.

Tube

Older people travel free after 9am Monday - Friday plus all day at weekends & on public holidays.

National Rail

Free travel in Standard accommodation on local rail services between 9.30am and 4.30am the following morning, Monday to Friday, plus all day at weekends and on public holidays. On some routes, different times apply.

Disabled pass holders travel free at all times.

5.5.37. There are 5,549 registered Freedom Pass users in the London Borough of Haringey. This is around one third of those who are technically eligible.

Haringey Door-to-Door Transport Services

Community Transport

5.5.38. Since 1997 there has been no Community Transport Services within the Borough. 25 out of 33 London Boroughs have Community Transport.

Joint Passenger Transport Unit (JPTU)

5.5.39. The JPTU was introduced in the London Borough of Haringey in May 2004. The JPTU co-ordinates transport arrangements for Education Services and Social Services. JPTU complete daily travel sheets for long term contracts and a job sheet for one off jobs. JPTU also has a job book charging spreadsheet for one of the jobs and a recharge model for long term contracts. In-house service is provided by Council staff –both driver and escorts.

5.5.40. Currently, the JPTU provides transport for pupils with special needs to and from school on a daily basis during term-time only for Education Services. Furthermore, the JPTU co-ordinates transport for taking pupils swimming, deliveries of school meals, after school activities and one-off trips.

5.5.41. Within Social Services, the JPTU co-ordinates transport for people with special needs (including vulnerable adults) to Day Centres, Luncheon Clubs and Residential Homes. Transport services are also used for internal mail. Other services provided include Tour of the borough, Youth activities and sight seeing.

5.5.42. The JPTU is responsible for all contractors, escorts, planning routes and recharge of any accounts and employs 4 full-time office staff and approximately 100 escorts part-time. There are approximately 80 routes contracted out. The JPTU supply the escorts and plan all routes that it supply's.

5.5.43. There is currently a need to increase services for SEN pupils as more children require transport. JPTU has 11 contractors and provides 22 vehicles to cover services and contractors provide 95 vehicles to cover long term requirements.

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

Special Education Needs (SEN)

5.5.44. The provision of door-to-door transport services for Haringey has highlighted that the current services being provided in the Borough are insufficient and that more provision is required to be effective. Each year the transport service provision is over budget by £330,000. It is considered that a more cost effective service is needed for the Borough and that internal services appear to be more cost efficient than external services.

5.5.45. The Transport Team within Education employs 26 drivers full-time, no part-time drivers, no full-time attendants, but there are 100 part-time attendants.

5.5.46. All vehicles are equipped with tail lifts and low steps. Vehicles are no older than 1995. The maintenance of the vehicles is principally carried out by the Council.

Social Services

5.5.47. 6 full-time drivers are employed in the Social Services. There are no part-time drivers and no full-time escorts. All escorts are employed by the Education department.

5.5.48. Social Services hire vehicles from the London Hire Short Hire. Vehicles can be hired with one month's notice. 120 passengers use the Social Services facilities daily.

Other Accessible Transport Operators

Winkfield Resource Centre

5.5.50. The Winkfield Disability Centre is a centre which caters for sensory disability, physical disability, and HIV and AIDS. It currently provides transport services for 100 clients who are 80-100% physically dependent. The centre hires two 16 seat vehicles. For five days per week the vehicles undertake three runs in the morning and three runs in the evening and then occasional other services when requested. Funding for the vehicles is provided by Social Services and the rest of the funding is derived from hiring vehicles out to other organisations and hiring out the Resource Centre for functions. There are two drivers and two carers for the vehicles. The Centre encourages people to use Dial-a-Ride and public transport.

5.5.51. Vehicles are hired to groups who cannot afford full priced door-to-door transport for their organisation.

Cypriot Day Centre

5.5.52. This day centre owns nine minibuses, used for transportation of referrals from the Council, hospitals, clinics, day care, GPs. One of the

minivans is owned by the Council, the remaining vans are owned by the day centre. There is no cost to the customer/client to use these services. It runs Monday to Friday 8:30am to 4:00pm, with over 60 people transported per day. The minivans are funded by the Council and from group contracts in Enfield.

Age Concern

5.5.53. Age Concern in Haringey also operate accessible minibuses.

Assessing the unmet need in Haringey

Haringey Forum for Older People

5.5.54. Haringey Forum for Older People met in June 2004 to give their views on the range of transport services in the Borough. The discussion included Public Transport, Community Transport and Patient Transport.

Public Transport

Forum participants described the physical difficulties they experience using public transport, in particular:

- Drivers need to understand the needs of older and disabled passengers
- Buses are overcrowded and congested with buggies – special seats are used by others
- Theft and assaults on buses
- Buses travel too fast and are unsafe to get on and off
- Bad design of buses – the seats are too high, wheelchair ramps and adjustable platforms don't work.
- Conductors are needed to regulate passengers and ensure safety on board
- The re-organisation of routes has meant some buses are very full and routes are inconvenient

Community Transport

The Forum made the following points:

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

- Community Transport needs to be centralised and properly funded
- The Taxicard and Dial-a-Ride are not reliable and hard to book
- Community Transport for older people needs a wide range of vehicles
- Access to Community Transport should be easier – overcome language barriers, make complaints' system transparent

Patient Transport

- Hospital transport is not patient focused
- Hospital transport is for hospital and not community appointments
- Hospital transport is very limited.

In general the Haringey Forum for Older People wanted specialised community transport so that they can go to clubs meetings and other social activities

Other Relevant Issues

Availability of Taxicard and Dial-a-Ride

5.5.55. Currently there is a 7.9% unmet met demand rate for Dial-a-Ride. There are relatively few black cabs operatein Haringey making Taxicard trips difficult and unreliable.

5.5.56. Taxicard has trip limits which trestict the number of trips that can be made per person per month which restrict people's access to services and their mobility.

Taxicard and Dial-a-ride reliability

5.5.57. In 2003/04 Dial-a-Ride provided nearly 1.3 million trips for disabled Londoners, a 4.3% increase on the previous year. This is expected to reach 1.5 million passenger journeys by 2007/08.

Problems

- Problems with new users getting access to the service for the first time;
- Problems with getting through on the phone;
- Problems with getting trips when requests were made;
- Concerns about lack of strict eligibility criteria.

5.5.58. Autumn 2003 DaRT undertook a survey of over 2,000 Dial-a-Ride and Taxicard users from all parts of London. The results indicate that there is widespread dissatisfaction with some aspects of both services.

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

5.5.59. 73.1% of respondents were Dial-a-Ride users. Only 39.5% had used the service during the previous year. 53% of the 60.5% who had not used the service said that they hadn't used the service because of difficulty in getting through on the phone and difficulty in booking a ride when they did get through.

5.5.60. The Commission for Accessible Transport Newham pilot indicated that users want a single booking number, prefer simple pricing and would like a virtually guaranteed service (supporting the need for taxicard and Dial-a-Ride services to consider joint working strategies).

5.5.61. Review of documentation, first-hand experience of using the service, and discussions with interested parties, enabled a good overview and understanding of the service to be achieved. The main issues to emerge are detailed below:

Co-operation with Neighbouring Boroughs

5.5.62. Some discussions have been held with other boroughs over the last five years regarding the potential to co-ordinate service planning, particularly for the transport of pupils to out-of-borough destinations. There would appear to be most scope for this in respect of long distance boarders. The way of moving this forward would be to contact schools to see where pupils originate. Contact could then be made with the appropriate boroughs to explore opportunities for joint use of a vehicle. One borough would need to take a lead on procuring the transport and liaising with the other boroughs accordingly over precise requirements (e.g. pick-up times) and cost-sharing arrangements.

Integration with Health Transport Providers

5.5.63. A closer working relationship is being developed between Social Services and the health sector, particularly with regard to care services. There would be benefits in extending this to transport considerations, as health is a significant procurer of transport (Patient Transport Services).

5.5.64. The Health Act 1999 Bodies and Local Authorities Partnership Arrangements Regulation (2000) have enabled closer working relationships across a range of NHS and local authority functions. The Regulations have been used to enable an innovative partnership between Nottinghamshire County Council Social Services and the East Midlands Ambulance Service.

5.5.65. As a first step towards integration of all door-to-door transport service providers in the borough, all providers will be invited to join Haringey's Door-to-Door Transport Steering Group.

Lack of Flexibility

5.5.66. Currently there is very little flexibility in the door-to-door services provided by Haringey Transport Services. The services usually run between 7am and 5pm providing services for education at particular times and social services at particular times. This leads to unmet demand for transport services at busy times of the day and underutilised vehicles during other times of the day.

5.5.67. Combined with this there is no evening or weekend provision of door-to-door services within the Borough. This severely restricts both Social Services and Education as there are often events and meetings held in the evening at least twice a week and in the weekends.

5.5.68. This lack of flexibility of transport services in the Borough means that taxi services and minicabs are frequently used which are very expensive, particularly as these services are used often. Ideally people would be able to use Taxicard and Dial-a-Ride, However, due to the unreliable services and limits on the number of trips a person can take, these services are not often utilised.

Community Transport/Door-to-Door Transport Champion

5.5.69. A Champion will be created to chair the door-to door transport steering group. The Champion would be identified by the Steering Group.

Lessons Learnt from the London CAT Pilot Studies

5.5.70. In 1998 the Commission for Accessible Transport agreed to a study to investigate the integration of different methods of providing door-to-door services for people with disabilities. The purpose of the 4 pilot projects was to investigate different forms of co-ordination or integration in practice, in order to determine how these benefits could best be realised as a basis for the development of a new strategy for door-to-door services in London and to provide lessons for application elsewhere.

5.5.71. LIP Guidance requires the Borough to take cognisance of the outcomes of the CAT Pilot Studies and the TfL Door to Door Transport Strategic Review. However, the final reports of these studies have not yet been published. In formulating LIP proposals for Door to Door Transport, an attempt has been made to learn lessons from that information which has entered the public domain.

5.5.72. The first pilot scheme was in the London Borough of Newham. The scheme combined Taxicard and Dial-a-Ride into a single service branded as door-to-door to test demand side integration. The second pilot scheme was in the London Borough of Lewisham. This scheme aimed to integrate the Dial-a-Ride fleet with the borough transport fleet to test supply side integration. The Borough provides contracts for Social, Education and

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

Health Services. The London Borough of Havering was selected for the third pilot scheme. This scheme combined its spare borough education and social services with Taxicard. Whilst the fourth pilot scheme was in the London Borough of Hackney. This scheme combined community transport and borough transport for education and social services.

5.5.73. The schemes in Hackney and Havering were successful in terms of their aims, but are considered too small and cannot be used as models for the future. The scheme in Lewisham was considered to be successful. This particular scheme demonstrated that the integration of the vehicle operations of Dial-a-Ride with those of education or social services could work. Whilst the quality and availability of door-to-door services in Newham initially increased, costs accelerated above the budgeted level. Therefore, this is not recommended as a role model for other London Boroughs to follow suit, but however, the Newham pilot scheme showed that the integration of minibuses and taxis within a single scheme is operationally feasible.

5.5.74. Integration of Door to Door Services is a complex London-wide issue. Although the Borough is interested in pursuing integration initiatives, the priority must be establish a viable Community Transport service which fills gaps in current provision.

How can Haringey's needs be met?

5.5.75. In order to develop an appropriate action plan for achieving an effective and efficient door-to-door transport system in Haringey which achieves the above objectives, six criteria were established. Using the objectives above as a guide the criteria below were identified to evaluate transport options:

1. Fit with Mayor's Transport Strategy/local policies (including social inclusion)

It is important that the door-to door transport option chosen for Haringey meets the Mayor's Transport Strategy objectives and any local policy objectives.

Large numbers of socially excluded people live in the borough and have poor access to transport services. The east of the Borough has wards which fall into the top five most deprived in London. The Mayor's Transport Strategy identifies improving the accessibility of London's Transport system so that everyone, regardless of disability, can enjoy the benefits of living in and working in and visiting London, thus improving social inclusion.

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

2. Ability to respond to identified local needs of users/potential users

The door-to-door transport service that will be provided for Haringey will need to be accessed by all potential transport users. These potential users may include: individuals; all types of disabled groups; Social Service clients; SEN pupils and carers.

Disabled people have a range of impairments and come from all sections of the community, so they have different needs that are not just related to their disability. A truly accessible door-to-door transport system must meet the needs of all potential users.

3. Ability to Integrate with other services and providers

Partnership will be the key to producing a robust and dynamic strategy for door-to-door transport in Haringey. It will be important, therefore, to develop proposals in consultation with other Boroughs and TfL to ensure consistency across London (e.g. in determining eligibility). In parallel there could be freedom within each Borough to develop different delivery mechanisms and models for the services which are appropriate for each area and best utilize the available resources and energies of willing partner organisations.

4. Local Support (community, elected members, officers)

Partnership with the local community, elected members and officers is very important for member and senior management support, passenger transport user and community buy-in of the door-to-door transport scheme. This will be important for securing continued Council, business and TfL financial backing of the scheme. The door-to-door transport option would require a steering group to be formed.

5. Cost and long term funding availability

One of the most important criteria is assessing whether the door-to door transport option has a sustainable funding source both now and into the future. Ideally the option would have a mixture of funding sources including the potential to secure funding from the borough.

6. Overall deliverability within Haringey

Realistic deliverability of a door-to-door transport scheme in Haringey which fills in the gaps and removes overlap with other passenger transport services in the borough is important.

Preferred Options

5.5.76. Two main options exist.

- a) **to set up an independent voluntary sector/charitable body providing all aspects of community transport with Council and charitable funding.**

5.5.77. A number of attempts have been made over the years to re-establish Haringey Community Transport. A requirement of a successful independent voluntary sector Community Transport organisation is a core of dedicated individuals with the necessary skills to progress the scheme. It is not clear that such a core of people currently exist in Haringey. This option is therefore rejected.

- b) **That Haringey concentrate on buying in a Community Transport service. This would require officer and financial input and would have community representation in its structure.**

5.5.78. Although the capacity to set up a free standing Community Transport organisation does not appear to be currently present, unmet need is clearly apparent.

5.5.79. The Director of Hackney Community Transport (who is also the Chair of the Community Transport Association) advises that if the Borough can provide a funding stream of at least £30,000-40,000 per annum, then charitable funding of around £200,000-300,000 can be generated from known charitable sources. Service could then be bought in from an outside provider.

5.5.80. It is proposed that the scheme would be overseen by a Steering Group chaired by a Project Champion of senior level and having officer representation from all concerned Departments. Representatives of the Interim Mobility Forum and other appropriate stakeholder groups will also sit on the Steering Group. An active user forum would be established to help determine priorities

Finance

Proposal 4N.5 of the Accessibility Action Plan of the Mayor's Transport Strategy states that:

Transport for London will work with the community transport sector and the London Boroughs to seek closer integration of mainstream and community transport services....

5.5.81. The cost of setting up a Community Transport scheme is estimated at £100,000 per annum. If this level of funding were provided this would enable the Borough to contribute to the implementation of this element of the Mayor's Transport Strategy.

Action Plan

A full action plan may be found below as Table 5.5.2

Table 5.5.2 Outline Action Plan for increased availability of Door to Door Transport			
Action	Details	By whom	Timescale
Set up Haringey Door-to-Door Passenger Steering Group	• Elect champion Council Officer to promote door-to-door transport within the borough • Set up regular monthly steering group meetings • Secure Senior Council Officer Support • Secure champion officer and member to promote door-to-door transport amongst Council members • Establish ongoing relationship with Healthcare Service • Secure ongoing funding source	Member, Education, Social Services, Transport Planning, Dial-a-ride representative, Taxicard borough representative, Haringey Primary Trust Member, Passenger Transport Unit, in-house operator	September 2005
Agree functional structure	• Consider review of internal transport services • Determine responsibilities of service planner and in-house operator • Determine appropriate host for service planning and in-house operator functions • Determine work load and staffing requirements • Develop ongoing marketing and information sharing plan for door-to-door transport • Develop Council door-to-door service strategies and objectives.	Corporate Services, Education, Social Services, Transport Planning	November 2005
Clarify Budgeting & Financial Issues	• Establish realistic budgets for transport with each appropriate service unit and potential external services • Establish realistic Community Transport budgets • Regularly review in-house and external fleet costs	Corporate Services, Education, Social Services, Haringey Primary Trust Members	December 2005
Determine Service Requirements	• Establish client requirements (for example, schools, Social Services, establishments, courier, swimming, play scheme, club meetings) • Specify requirements and standards • Establish SLA's and agree on-going liaison arrangements • Establish quality standards • Agree recharge agreements • Agree monitoring requirements • Set out maximum journey times • Place general advert in European Journal	Corporate Services, Education, Social Services, Transport Planning, Dial-a-ride representative, Taxicard borough representative, Haringey Primary Trust Members, Passenger Transport Unit, in-house operator	February 2006

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

Action	Details	By whom	Timescale
Service Planning	• Respectify all services • Consider routing issues • Consider vehicle size requirements	Corporate Services, Education; Social Services, Transport Planning, Dial-a-ride representative, Taxicard borough representative, Haringey Primary Trust Members, Passenger Transport Unit, in-house operator	February 2006
In-house transport	• Consolidate position • Clarify vehicle and staff costs • Investigate flexible part-time three tier workforce to allow door-to-door services to be run from 7am until 11pm	Corporate Services, Education; Social Services, Transport Planning, Haringey Primary Trust Members, Passenger Transport Unit	February 2006
External transport	• Investigate number of extra taxis and other services required per year by Haringey • Investigate the need for internal door-to-door services • Clarify vehicle and staff costs required • Talk to dial-a-ride and Taxicard about integrating services with in-house Haringey services; • Work out any further external services required by Haringey • Put out to tender request for external Haringey door-to-door transport services	Corporate Services, Education; Social Services, Transport Planning, Haringey Primary Trust Members	February 2006
Consultation	• Consultation with existing door-to-door passengers • Consultation with existing transport providers in Haringey • Consultation with TfL and neighbouring boroughs • Consultation with Mobility Forum	Corporate Services, Education; Social Services, Transport Planning, Haringey Primary Trust Members, Passenger Transport Unit, in-house operator	Ongoing
Service Procurement	• Devise specifications, with options • Agree conditions of contract • Seek tenders • Assess / evaluate tenders • Make recommendations to clients and seek agreements • Finalise recommendations and seek approval for award • Award external contracts	Corporate Services, Education; Social Services, Transport Planning, Haringey Primary Trust Members, Passenger Transport Unit, in-house operator	May 2006

Action	Details	By whom	Timescale
In-house	- Assess workload - Establish vehicle and staffing requirements - Leasing arrangements for new vehicles	Corporate Services, Education; Social Services, Transport Planning, Haringey Primary Trust Members,	August 2006
Introduce Services	- Liaise with clients regarding new services - Market and educate clients and the public - New services introduced - Monitor / review	Corporate Services, Education; Social Services, Transport Planning, Haringey Primary Trust Members, Passenger Transport Unit, in-house operator	October 2006 onwards

Accessibility to Rail Stations

5.5.82. Work has been undertaken by consultants to develop schemes to improve access to rail stations. Each of the 11 national rail stations and interchange stations have been assessed. These are:

1. Alexandra Palace (rail)
2. Bowes Park (rail)
3. Bruce Grove (rail)
4. Harringay (rail)
5. Harringay Green Lanes (rail)
6. Hornsey (rail)
7. Northumberland Park (rail)
8. Seven Sisters (rail and underground)
9. South Tottenham (rail)
10. Tottenham Hale (rail and underground)
11. White Hart Lane (rail)

5.5.83. TfL's Business Plan for 2005/6 – 2009/10 includes a proposal for improving the multi-modal interchange at Finsbury Park. There will be an interchange gallery at Station Place, secure cycle parking at a cycle park and new bus station canopies. Much of this work will be completed by April 2005. Although the station is not in Haringey, local residents will benefit from these improvements.

5.5.84. A programme to provide full access to Underground stations is set out in the London Underground document "Unlocking London for All". For Haringey Underground stations, the programme is for step free access to Seven Sisters by 2016 and to Wood Green by 2020. Tottenham Hale is fully step free to the Underground line but not to the national rail station platforms. Of the national rail stations in the Borough only Northumberland Park and Harringay Green Lanes are step free.

5.5.85. TfL prepared its Interchange Plan in 2002 as a step towards the Mayor's policy focus on improving the transport interchanges of London. The Plan seeks to achieve accessibility and quality of service. It is intended to prioritise resources for development and implementation; help decide TfL's involvement; complement other Mayoral policies; provide

Draft Local Implementation Plan

Chapter 5 Local Implementation Plan Proposals

benchmarking for future assessment; provide guidance and to enable area and system-wide initiatives. The Interchange Plan identifies priorities by comparing the importance of interchange locations (in terms of the Mayor's Policy Objectives, set out in the Transport Strategy) with an analysis of current facilities. In terms of Haringey stations South Tottenham, Haringay Green Lanes and Bruce Grove are considered in the top 20 in London in need of improvement although the Council considers these interchanges are less important than Tottenham Hale and Seven Sisters in terms of priority for improvement.

5.5.86. To develop the programme for improving access to rail stations, station audits have been undertaken by consultants. The audit included all approaches to the stations, public transport accessibility and provision, parking provision, lighting and CCTV coverage, site and approach constraints and cycling accessibility and provision. Interviews were carried out with randomly selected passengers at each station for their perception of station accessibility.

Tables 5.5.3 to 5.5.13 comprise options for improvement measures, at each of the Haringey stations.

5.5.87. The relevant Mayor's Transport Strategy objectives have been considered when making recommendations for this project and are linked into a new set of related objectives [Haringey Rail Objectives - HRAO]. These objectives are as follows and numbered according to importance:

- HRAO1 – Promoting sustainability
- HRAO2 – Promoting safety and security
- HRAO3 – Promoting inclusion
- HRAO4 – Removing barriers to economic efficiency and employment
- HRAO5 – Improving efficiency and effectiveness of London's public transport system
- HRAO6 – Improving travel choice and quality
- HRAO7 – Complementing regeneration initiatives
- HRAO8 – Improving cycling and walking facilities

5.5.88. The tables illustrate improvement options on a station by station basis. For each station a list of measures is set out and scored against the HRAOs, in terms of priority, based on the fundamentals of the MTS. Scores are set between 1 and 5, 1 being the lowest and 5 being the highest. A total score has been established for each measure and the

optimum score is 40. Those recommended measures achieving the highest scores will meet objectives.

5.5.89. A further priority evaluation method has been devised, based upon the background research (made up of consultation and station analyses). The 'priority' column contains a rating between A and D; A being the highest and D being the lowest. These priorities correspond to timescales for implementation and are as follows:

- A – 0 to 6 months
- B – 7 to 18 months
- C – 19 to 30 months
- D – 31 months to 5 years

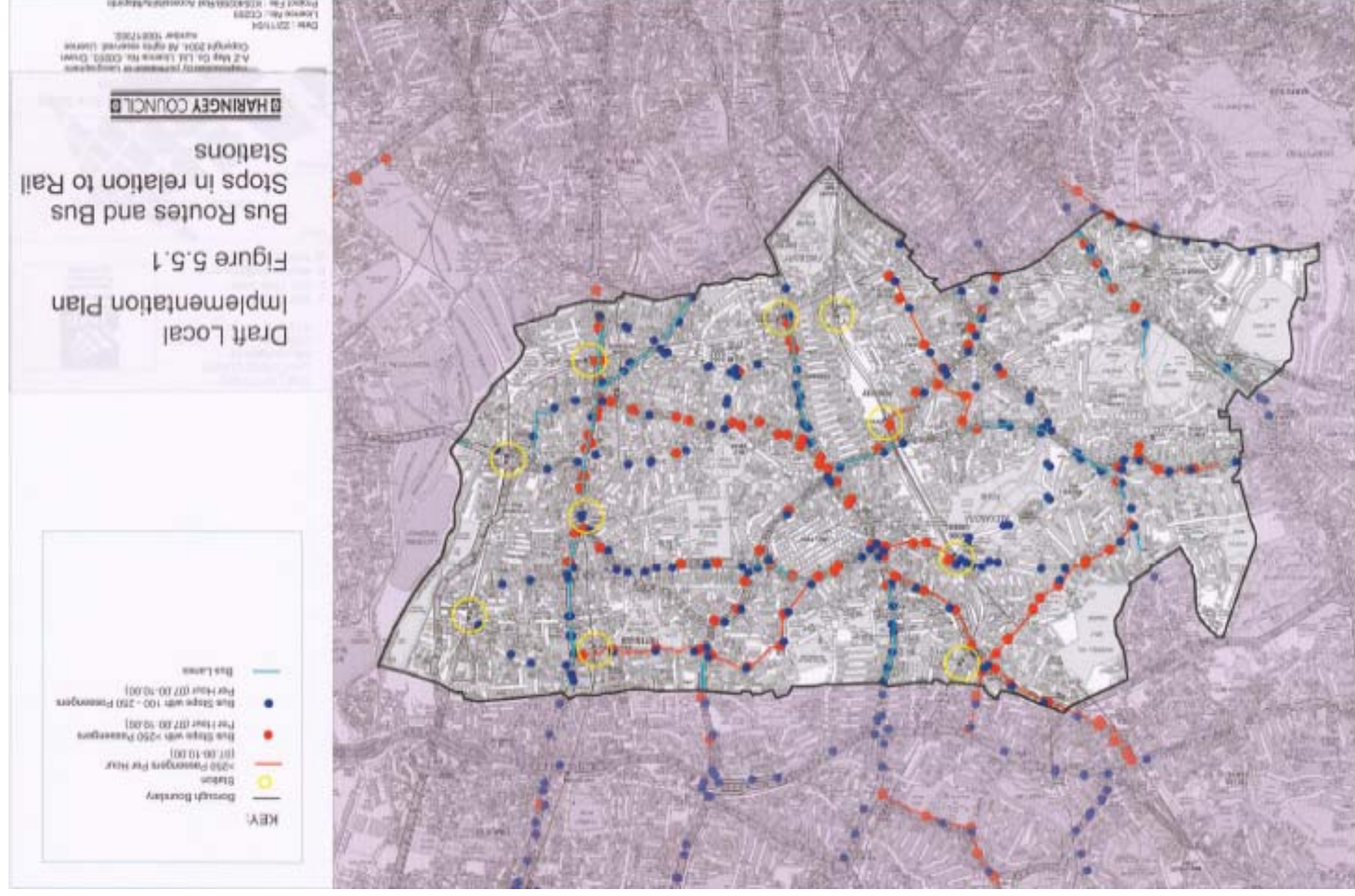
Public Transport Proposals

5.5.90. In general the rail stations are well served by buses with the exception of Bowes Park (no bus routes), Hornsey (southbound only service – route 41), Harringay (W5), and Alexandra Palace and White Hart Lane (W3). No bus lanes are provided outside the stations except South Tottenham and Harringay Green Lanes. This is illustrated in Figure 5.5.1. Bus routes in Haringey predominantly radial with few east-west services. There are few designated dropping off and picking up points including taxi ranks apart from Seven Sisters, Hornsey, Alexandra Palace, Tottenham Hale and Harringay Green Lanes stations. It is proposed to have a rolling programme for measures to improve access for mobility disadvantaged groups, drop off/pick up points and taxi ranks.

Cycle Access Proposals

5.5.91. In general, the stations have adequate cycle parking with the exception of South Tottenham, White Hart Lane, Northumberland Park, Harringay Green Lanes and Bowes Park, where there are no cycle parking facilities. Apart from the cycle lanes on Ferry Lane for Tottenham Hale Station and on approaches to Seven Sisters station, there are no cycle lanes or cycle priority measures on the approaches to the stations. It is proposed to seek provision of cycle parking at South Tottenham, White Hart Lane, Northumberland Park, Harringay Green Lane and Bowes Park stations as well as cycle lanes or cycle priority measures at approaches to all stations, if physically feasible and appropriate, with the exception of Seven Sisters and Tottenham Hale.

Draft Local Implementation Plan Chapter 5 Local Implementation Plan Proposals



Pedestrian Access Improvements

5.5.92. Pedestrian crossing facilities are provided at many of the stations apart from Hornsey (none), Haringay (none on Quernmore Road approach), Bruce Grove (none on Moorefield Road), Alexandra Palace (none on Bedford Road approach) and White Hart Lane (none on Love Lane approach). It is proposed to have a rolling programme of pedestrian crossing improvements at these stations, linked with the programme identified in the Walking section of this Chapter. A review of waiting and loading restrictions at Alexandra Palace and Haringay stations is planned. Footways will be upgraded on the approaches to each station as appropriate.

Lighting and CCTV Improvements

5.5.93. Whilst lighting and CCTV coverage are generally good in the stations, this is rarely the case outside the stations. Further consideration of security and safety issues around rail stations and interchanges is considered below in Paragraphs 5.52 to 5.5.12.

All the above improvements are summarised in Tables 5.5.3 to 5.5.13 below.

Table 5.5.3 Alexandra Palace Station

Recommendations											Haringey Rail Accessibility Objectives												
HRAO	HRAO	HRAO	HRAO	HRAO	HRAO	HRAO	HRAO	HRAO	HRAO	HRAO	Priority												
Optimum Score											40												
Outside Station (including entrances)																							
Enforcement of parking restrictions at station entrance, Bedford Road											5	1	1	1	3	1	4	3		B	19	31	C
Pedestrian/cycle crossing at Bedford Road entrance											4	5	2	3	2	5	5	5		C	27	29	B
Cycle lanes to station entrances, on approaches											5	2	1	2	2	5	5	5		C	27	29	B
Cycle parking and facilities at both station entrances											5	4	1	2	2	5	5	5		B	29	29	A
Lighting improvements , station entrances											2	5	1	1	5	5	5	5		A	29	25	B
Improved CCTV coverage											1	5	1	1	2	5	5	5		B	25	24	D
Designated taxi rank (suggested Buckingham Road entrance)											4	5	1	1	2	5	4	2		D	24		

Table 5.5.4 Bowes Park Station

Recommendations		Haringey Rail Accessibility Objectives								Priority	
		HRA01	HRA02	HRA03	HRA04	HRA05	HRA06	HRA07	HRA08		
Optimum Score										40	
Outside Station											
Provision of maps/signage		3	4	3	2	5	5	2	5	29	B
Replace/renew damaged paving over rail bridge		3	5	1	1	5	5	4	5	29	A
Bus shelter for stop on Bounds Green Road		5	5	2	3	5	5	5	5	35	C
Cycle parking provision		5	4	1	2	5	5	5	5	29	C
Improved lighting at station entrances and footpaths leading to station entrance		2	5	1	1	5	5	5	5	29	A
CCTV outside station entrances		1	5	1	1	2	5	5	5	25	B

Table 5.5.5 Bruce Grove Station

Recommendations										Haringey Rail Accessibility Objectives									
										HRA01	HRA02	HRA03	HRA04	HRA05	HRA06	HRA07	HRA08		Priority
Optimum Score													40						
Outside Station																			
Cycle lanes to station on Bruce Grove and High Road approaches										5	2	1	2	2	5	5	5	27	C
Improved cycle parking facilities outside both station entrances										5	4	1	2	2	5	5	5	29	C
Convert extended bus stops on High Road to bus lane										5	3	5	5	5	5	5	0	33	C

Table 5.5.6 Harringay Station

Haringey Rail Accessibility Objectives										Recommendations	Optimum Score	Outside Station	Introduce parking restrictions outside Quernmore Road entrances	Improved cycle facilities outside both station entrances	Improved lighting outside Quernmore Road entrance	Improved CCTV provision outside station entrances	Designated bus stops outside Quernmore Road entrance for the W5 route				
										HRA01	HRA02	HRA03	HRA04	HRA05	HRA06	HRA07	HRA08				
										5	1	1	1	3	5	4	3				
										5	4	1	3	2	5	5	5				
										2	5	1	1	2	5	5	5				
										1	5	1	1	2	5	5	5				
										1	5	1	1	2	5	5	5				
										5	4	1	5	5	5	5	3				
										5	4	1	5	5	5	5	3				
										33	25	26	30	23	40	Priority					

Table 5.5.7 Harringay Green Lanes Station

Recommendations	Haringey Rail Accessibility Objectives								Priority	
	HRA01	HRA02	HRA03	HRA04	HRA05	HRA06	HRA07	HRA08		
Optimum Score										40
Outside Station										
Cycle lanes to station, on approaches										5
Cycle facilities outside both station entrances										5
										4
										1
										2
										2
										5
										5
										5
										29
										C

Table 5.5.8 Hornsey Station

Recommendations		Haringey Rail Accessibility Objectives								Priority
		HRA01	HRA02	HRA03	HRA04	HRA05	HRA06	HRA07	HRA08	
Optimum Score										40
Outside Station										
Cycle lanes to station entrances, on approaches		5	2	1	3	2	5	5	5	28
Cycle facilities for cycle parking outside both station entrances		5	4	1	3	1	5	5	5	29
Improved lighting outside station entrances		2	5	1	1	2	5	5	5	26
Improved CCTV coverage outside station entrances		1	5	1	1	2	5	5	5	25
Designated Taxi Rank outside station entrance, Tottenham Lane		4	5	1	1	2	5	4	2	24
		D								

Table 5.5.9 Northumberland Park Station

Recommendations		HRA01	HRA02	HRA03	HRA04	HRA05	HRA06	HRA07	HRA08		Priority
Outside Station											
Cycle lanes to station entrances, on approaches		5	2	1	2	2	5	5	5		
Cycle parking and facilities outside both station entrances		5	4	1	2	2	5	5	5		
Improved lighting outside station entrances		2	5	1	1	5	5	5	5	29	A
CCTV provision outside station entrances		1	5	1	1	2	5	5	5	25	B
Optimum Score										40	
Haringey Rail Accessibility Objectives											

Table 5.5.10 Seven Sisters Station

Recommendations	Haringey Rail Accessibility Objectives								Priority
	HRA01	HRA02	HRA03	HRA04	HRA05	HRA06	HRA07	HRA08	
Optimum Score									40
Outside Station (including entrances)									
Increased cycle provision, improved cycle facilities	5	3	1	3	2	5	5	5	C
Review of level of guard railing o/s main station entrances	1	4	5	4	1	1	3	5	C
Signage to Minicab office (as no minicab/taxi facilities o/s Seven Sisters Station Main Entrance)	1	2	1	2	2	5	2	5	C

Table 5.5.11 South Tottenham Station

Recommendations										Optimum Score		Outside Station							
Haringey Rail Accessibility Objectives										HRA01	HRA02	HRA03	HRA04	HRA05	HRA06	HRA07	HRA08		Priority
																		40	
Cycle lanes to station entrances, on approaches										5	2	1	2	2	5	5	5	27	C
Cycle parking and facilities outside station entrance										5	4	1	2	2	5	5	5	29	C
Improved lighting outside station entrances										2	5	1	1	5	5	5	5	29	A
CCTV outside station entrances										1	5	1	1	2	5	5	5	25	B

Table 5.5.12 Tottenham Hale Station

Recommendations										Haringey Rail Accessibility Objectives	
HRAO 1	HRAO 2	HRAO 3	HRAO 4	HRAO 5	HRAO 6	HRAO 7	HRAO 8		Priority		
Optimum Score											40
Outside Station											
5	4	1	2	2	5	5	5	29	C		
2	5	1	1	5	5	5	5	29	A		
Improved lighting outside station entrance (particularly near P&D car park)											

Table 5.5.13 White Hart Lane Station

Recommendations		Haringey Rail Accessibility Objectives								Priority	
		HRA01	HRA02	HRA03	HRA04	HRA05	HRA06	HRA07	HRA08		
Optimum Score									40		
Outside Station											
Pedestrian/cycle crossing outside Love Lane entrance		4	5	2	3	2	5	5	5	31	C
Cycle lanes to station, on approaches		5	2	1	2	2	5	5	5	27	C
Improved cycle facilities outside both station entrances		5	4	1	2	2	5	5	5	29	C
Improved lighting outside station entrances		2	5	1	1	5	5	5	5	29	A
Southbound bus shelter On White Hart Lane		5	5	2	3	5	5	3	2	30	C
Designated taxi rank outside entrance (only during events)		4	5	1	1	2	5	4	1	23	D

Table 5.5.14 Summary Programme for Access to Rail Stations

Improvement	2005/6	2006/7	2007/8	2008/9	2009-2011
	£k	£k	£k	£k	£k
Street lighting		400			
CCTV			300		
Cycle lanes				200	
Cycle parking				20	
Bus access					50
Pedestrian access					50
Taxi rank					50
Signage		25			
Total	0	425	300	220	150

Bus Stop Accessibility

5.5.94. We have made progress in making bus stops in the Borough more accessible. These works have been mainly driven by Bus Stop Accessibility programme.

5.5.95. In support of further development of a programme consultants have used bus stop data set derived from the Bus Origin and Destination Survey (BODS) data, which was developed for the preparation of the North Eastern sector Medium Term Action Plan [MTAP].

5.5.96. This data geographically identifies the location of every known bus stop in the Borough and an analysis was undertaken during the MTAP process to differentiate patronage levels for each stop.

5.5.97. A number of schemes have been introduced under the BSA programme during the 2004/ 2005 financial year. These schemes are summarised in Table 5.5.15 below.

5.5.98. There are almost 400 bus stops in Haringey. Only 24 stops have had accessibility improvements implemented. This leaves a large quantity of the bus stops that have had not been investigated for accessibility improvements. TfL has advised Boroughs not to conduct these detailed surveys for the LIP. Surveys are currently being undertaken across London by TfL to investigate the number of bus stops requiring accessibility works. The results of these surveys will be made available to Boroughs as they are produced.

BSA Objectives

5.5.99. Through TfL's LBI, and more recently BSA programmes, recommended standards for bus stops have been set down. These standards should be viewed in relation to usage levels and may differ to

suit the specific needs of a particular user group in a particular location. These standards follow the key areas of kerb heights, on road bus stop area, and the passenger waiting area and facilities.

Kerbs

5.5.100. Bus stop improvement programmes have evolved over time from the situation where increased height “Kassel” kerbs were utilised to reduce the step between bus floor and passenger set down area to the current situation where a minimum height of 125mm is to be achieved using standard kerb units.

Bus Stop Area

5.5.101. The on-road bus stop area is more difficult to specifically define as it very much dependent on location and usage levels. Consideration needs to be given to the bus “cage” which should be sufficient in length for buses to approach, stop and exit the bus stop and also the environment on the approach and exit such as parking and kerb geometry which can restrict access into the cage.

A summary of bus cage dimensions for a single stop is given below:

Bus Cage Minimum Lengths	
Location	Cage Length
Unobstructed kerbside stop	13.0m
Kerbside stop with parking on the approach and exit	37.0m

5.5.102. The bus cage dimension can be varied between these figures depending on the level of obstruction on the approach and exit.

5.5.103. Bus boarders may also be considered where the kerb alignment is moved out into the carriageway to provide easier access for the bus into the bus cage.

5.5.104. The Council will be seeking to utilise red coloured surfacing in the bus cage to identify the limits of the bus stop to road users and support traffic orders to restrict parking and loading.

Passenger Facilities

5.5.105. The facilities provided for passengers should consist of the bus stop flag as a minimum and may also consist of a bus shelter and Countdown information. In either case consideration needs to be given to the waiting area layout and environment over the full length of the stop to provide for access to low floor buses.

5.5.106. The footway area directly adjacent to the bus doors should be free of street furniture, relatively level and even in surface regularity but with enough fall to allow for drainage. The layout of the area is based on the bus stop flag as the bus aligns itself with flag on entry. The location of the flag within the bus cage length is also of critical importance as a complete package to allow optimal entry and exit from the stop.

Schemes/Programme 2005/6 – 2010/11

5.5.107. Advice has been provided by the TfL that recognises the timeframe issues with developing detailed bus stop accessibility improvement programmes for the LIP and the potential for overlap with current and future TfL BSA schemes.

5.5.108. TfL's advice note recommends a common approach to producing LIP BSA programmes throughout all London Boroughs. This advice states that individual BSA programmes should be identified for those schemes over £100,000 in value or are of strategic significance. For the remainder of the bus stops in the Borough, a generic approach to BSA improvements has been adopted. This approach recognises that not all bus stops within the Borough will require BSA works. TfL BPT suggests that the BSA programme should be based on a "realistic quantity" of bus stops requiring improvement works.

5.5.109. Figure 5.2.2 above identifies bus route and bus stop patronage levels throughout the Borough. The patronage levels for have been identified as follows:

- High - over 250 passengers/hour
- Medium - 100 – 249 passengers/hour
- Low - under 100 passengers/hour

5.5.110. To identify potential schemes for consideration, sections of road were identified that followed bus routes and were grouped in terms of high, medium and low patronage. These sections of road have been limited to roads following a particular route (or routes) between major junctions or location features such as railway stations. This provides a systematic approach to identifying sections of roadway to consider for bus stop accessibility measures that would be realistically achievable under one programme.

5.5.111. For each potential scheme, the number of bus stops with high, medium and low patronage levels was recorded. Also recorded was the frequency of buses operating on the section of road. The frequency was identified from timetables published by TfL Buses as identified below:

- High - over 25 buses/hour
- Medium - 15 – 24 buses/hour

- Low - under 15 passengers/hour

5.5.112. To assign a priority to each of the schemes, an assessment score was calculated for each. The assessment recognises that priority should be given to those schemes containing high patronage stops on a high frequency route.

5.5.113. The assessment assigns a score of 3 for each high patronage bus stop, 2 for medium patronage stops, and 1 for low patronage stops. These scores are added together and multiplied by the bus frequency and divided by the total number of stops as shown in the formula below:

$$\frac{[(HighPatronageStops \times 3) + (MediumPatronageStops \times 2) + (LowPatronageStops \times 1)] \times Frequency}{TotalStops}$$

5.5.114. This method of assessment provides a weighted score for each scheme based on patronage and frequency without the number of stops for each scheme influencing the score.

5.5.115. Table 5.5.16 below provides a list of schemes grouped by patronage level and assessed in accordance with the above formula. The schemes have then been ranked based on the assessment score to provide a priority for implementation of the schemes.

5.5.116. It is estimated that 60% of bus stops in the Borough do not meet accessibility requirements. TfL have provided guidance that the average cost for developing bus accessibility works is £7,000.

5.5.117. Based on the ranking criteria determined above each of the scheme budgets has been allocated to a 4 year programme [2006/7 – 2009/10]. An indicative level of funding of £250,000 is assumed for 2010/11. A funding level of approximately £300,000 has been assumed. Table 5.5.17 shows the implementation programme.

5.5.118. The programme for 2005/6 has not been finalised. The allocation is £87,000 and is allocated to stops on routes W7 and 444.

Draft Local Implementation Plan
Chapter 5 Local Implementation Plan Proposals

Table 5.5.15 - Bus Stop Accessibility Programmes Implemented During 2004/2005

Scheme Name	Scheme Description	Date Implemented
Route W3 - 9b01 (Tottenham Lane) southbound	Raise kerbline	June 2004
Route W3 - 9b01 (Weston Park) northbound	Raise kerbline	June 2004
Route W3 - 9b01 (Weston Park) southbound	Raise kerbline	June 2004
Route W3 - ? (Mount View Road) northbound	Parking restrictions	October 2004
Route W3 - 9b02 (Ferme Park Road) southbound	Raise kerbline, parking restrictions	October 2004
Route W3 - 9b03 (Ossain Road) southbound	Raise kerbline, parking restrictions	October 2004
Route W3 - 9b03 (Ossain Road) northbound	Raise kerbline, parking restrictions	October 2004
Route W3 - (Palace Way) eastbound	Raise kerbline	July 2004
Route W3 – 9711 (Alexandra Palace Station) southbound	Raise kerbline	July 2004
Route W3 – 9710 (Mayes Road) southbound	Raise kerbline	July 2004
Route W3 - 9e04 (White Hart Lane) eastbound	Raise kerbline	July 2004
Route W3 - (Hanley Road) northbound	Raise kerbline	July 2004
Route W3 – 9806 (Solway Road) eastbound	Raise kerbline	August 2004
Route W3 – 9809 (New River Sports Centre) westbound	Raise kerbline	August 2004
Route W3 – 9810 (Fife Road) westbound	Parking restrictions, add bus cage	October 2004
Route W3 – 9810 (Fife Road) eastbound	Parking restrictions, add bus cage	October 2004

Draft Local Implementation Plan Chapter 5 Local Implementation Plan Proposals
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Road) eastbound	bus cage	
Route W3 - 9c10 (Great Cambridge Road) eastbound	Raise kerbline	October 2004
Route W3 - 9c11 (Great Cambridge Road) westbound	Raise kerbline	October 2004
Route W3 - 9c13 (Tottenham Cemetery) westbound	Repaint bus cage	October 2004
Route W3 - 9c13 (Tottenham Cemetery) eastbound	Raise kerbline, repaint bus cage	October 2004
Route W3 – 9601 (Alexandra Place Way) eastbound	Introduce bus cage	October 2004
Route W3 – 9601 (Alexandra Place Way) westbound	Introduce bus cage	October 2004
Route W3 – 9604 (Alexandra Place Way) westbound	Introduce bus cage	October 2004
Route W3 – 9605 (Alexandra Place Way) eastbound	Introduce bus cage	October 2004
Route W3 – 9605 (Alexandra Place Way) westbound	Introduce bus cage	October 2004

Table 5.5.16 Bus Stop Accessibility Scheme Identification

Item	Road Name	No of Stops on Road			Total Stops	Max Service Frequency (buses per hour)	Rationale for Selection	Scheme Proposal	Assessment Score	Rank	
	Routes Covered in the 2005/2006 BSP	High	Medium	Low	Patronage						
	Route 149 – Tottenham High Road (TfL Flagship Route Study)						Road section being looked at under existing BSA programme for Flagship Route 149	N/A			
	Route 444										N/A
	Route W7								N/A		
	High Patronage Routes										
4-1	Alexandra Park Road/Albert Road/Durnsford Road (between Coney Hatch Lane and Bounds Green Road)	10	4	0	14	19	Stops with high patronage level located on a high patronage route	General accessibility improvements	51.6	8	
4-2	Bounds Green Road (between A406 and Wood Green High Road)	7	6	0	13	10	Stops with high patronage level located on a high patronage route	General accessibility improvements	25.4	19	

4-3	Fortis Green Road (between Borough boundary and Muswell Hill Road)	3	4	0	7	16	Stops with high patronage level located on a high patronage route	General accessibility improvements	38.9	14
4-4	Station Road (between Alexandra Palace Station and Wood Green High Road)	4	2	0	6	19	Stops with high patronage level located on a high patronage route	General accessibility improvements	50.7	9
4-5	Archway Road (between Muswell Hill Road and the borough boundary)	4	2	1	7	33	Stops with high patronage level located on a high frequency route	General accessibility improvements	80.1	2
4-6	Perth Road/White Hart Lane/Creighton Road (between the Lordship Lane and Tottenham High Road)	8	7	1	16	12	Stops with high patronage level located on a high patronage route	General accessibility improvements	29.3	17
4-7	Great Cambridge Road (between The Roundway and the Borough boundary)	1	1	0	2	21	Stops with high patronage level located on a high frequency route	General accessibility improvements	52.5	7
4-8	Middle Lane/Rokesly Avenue/Ferne Park Road Stapleton Hall Rd (between Hornsey High Street and Stroud Green Road)	6	4	0	10	12	Stops with high patronage level located on a high patronage route	General accessibility improvements	31.2	16
4-9	Tottenham Lane (Hornsey Station approach) (between Church Road and Turnpike Lane)	1	0	0	1	15	High patronage stop located at a key transport interchange link with National Rail services	General accessibility improvements	45.0	11
4-10	West Green Road (between Green Lanes and Tottenham High Road)	11	4	1	16	31	Stops with high patronage level located on a high frequency route	General accessibility improvements	81.4	1
4-11	Crouch End High Road/Tottenham Lane	5	6	0	11	25	Stops with high patronage level located on a high frequency route	General accessibility	61.4	5

4-20	Northumberland Park/Shelbourne Road/Lansdowne Road (loops around Tottenham Road)	0	7	4	11	12	Stops with medium patronage level located on a low frequency route	General accessibility improvements	19.6	23
4-21	St Ann's Road (between Green Lanes and Tottenham High Road)	1	11	3	15	6	Stops with medium patronage level located on a low frequency route	General accessibility improvements	11.2	26
4-22	Black Boy Lane (between West Green Road and St Ann's Road)	0	3	0	3	12	Stops with medium patronage level located on a low frequency route	General accessibility improvements	24.0	20
4-23	Seven Sisters Road (between Amhurst Park and Tottenham High Road)	0	5	0	5	17	Stops with medium patronage level located on a medium frequency route	General accessibility improvements	34.0	15
4-24										
4-25	Low Patronage Routes									
4-26	Coppetts Road/Pages Lane (between Trott Road and Fortis Green Road)	0	0	2	2	6	Stops with low patronage level located on a low frequency route	General accessibility improvements	6.0	28
4-27	Muswell Hill Road (between Fortis Green Road and Archway Road)	1	1	2	4	24	Stops with low patronage level located on a medium frequency route	General accessibility improvements	42.0	13
4-28	Great North Road/Archway Road (between the borough boundary to Muswell Hill Road)	0	1	5	6	22	Stops with low patronage level located on a medium frequency route	General accessibility improvements	25.7	18
4-29	Hornsey Lane/Stanhope Road/Shepherd's Hill/Woiseley Road (between Highgate Hill and Park Road)	0	0	3	3	5		General accessibility improvements	5.0	30
4-30	North Hill Road	0	0	7	7	7	Stops with low patronage	General	7.0	27

	(between Archway Road and Hampstead Lane)																		
4-31	Ferry Lane (between Broad Lane and the Borough boundary)	0	1	2	3	14	Stops with low patronage level located on a low frequency route	General accessibility improvements	18.7	24									
4-32	The Roundway (between Great Cambridge Road and Lordship Lane)	0	0	2	2	2	Stops with low patronage level located on a low frequency route	General accessibility improvements	2.0	31									
4-33	Willoughby Road/Leeside Lane (between Northumberland Park and Watermead Way)	0	0	2	2	6	Stops with low patronage level located on a low frequency route	General accessibility improvements	6.0	28									

Note:

Sections located on the TLRN

Table 5.5.17 Bus Stop Accessibility Implementation Programme

Scheme or Programme Reference	Location	Total Stops	Stops to be improved	Cost per stop £K	Total Cost for Location £K	Scheme Priority	Yearly Breakdown of Costs (£K)			
	Routes W7 and 444		11			2005/6	2006/07	2007/08	2008/09	2009/10
4-10	West Green Road (between Green Lanes and Tottenham High Road)	16	10	7	70	1		70		
4-5	Archway Road (between Muswell Hill Road and the borough boundary)	7	4	7	28	2		28		
4-14	Wood Green High Road (between the Borough boundary and Lordship Lane)	9	5	7	35	3		35		
4-12	Green Lanes (between Turnpike Lane and Seven Sisters Road)	15	9	7	63	4		63		
4-11	Crouch End High Road/Tottenham Lane (between the Borough boundary and High Street Hornsey)	11	7	7	49	5		49		
4-13	Colney Hatch Lane (between Alexandra Park	5	3	7	21	6		21		

	4-7	Great Cambridge Road (between The Roundway and the Borough boundary)	2	1	7	7			7											
	4-1	Alexandra Park Road/Albert Road/Durnford Road (between Coney Hatch Lane and Bounds Green Road)	14	8	7	56	8		7						28	28				
	4-4	Station Road (between Alexandra Palace Station and Wood Green High Road)	6	4	7	28	9								28					
	4-15	Westbury Avenue/Lordship Lane/Bruce Grove (between Green Lanes and Tottenham High Road)	18	11	7	77	10								77					
	4-9	Tottenham Lane (Hornsey Station approach) (between Church Road and Turnpike Lane)	1	1	7	7,000	11								7					
	4-17	Hampstead Lane (between the Borough boundary and Hornsey Lane)	11	7	7	49	12								49					
	4-25	Muswell Hill Road (between Fortis Green Road and Archway Road)	4	2	7	14	13								14					
	4-3	Fortis Green Road	7	4	7	28	14								28					

	(between Borough boundary and Muswell Hill Road)																			
4-23	Seven Sisters Road (between Armhurst Park and Tottenham High Road)	5	3	7	21	15														
4-8	Middle Lane/Rokesly Avenue/Ferne Park Road Stapleton Hall Rd (between Hornsey High Street and Stroud Green Road	10	6	£7,000	42,000	16														
4-6	Perth Road/White Hart Lane/Creighton Road (between the Lordship Lane and Tottenham High Road	16	10	7	70	17														
4-26	Great North Road/Archway Road (between the borough boundary to Muswell Hill Road	6	4	7	28	18														
4-2	Bounds Green Road (between A406 and Wood Green High Road)	13	8	7	56	19														
4-18	Alexandra Palace Way (between Priory Road and Alexandra Palace Railway Station)	9	5	7	35	20														
4-22	Black Boy Lane (between West Green Road and St Ann's Road)	3	2	7	14	20														

4-16	Phillip Lane (between West Green Road and Tottenham High Road	7	4	7	28	22						28	
4-20	Northumberland Park/Shelbourne Road/Lansdowne Road (loops around Tottenham Road)	11	7	7	49	23							49
4-29	Ferry Lane (between Broad Lane and the Borough boundary)	3	2	7	14	24							14
4-19	Alexandra Park Road/Pates Gates Road (between Albert Road and Alexandra Palace Railway Station)	7	4	7	28	25							28
4-21	St Ann's Road (between Green Lanes and Tottenham High Road)	15	9	7	63	26							63
4-28	North Hill Road (between Archway Road and Hampstead Lane)	7	4	7	28	27							28
4-24	Coppetts Road/Tetherdown (between Troit Road and Fortis Green Road)	2	1	7	7	28							7
4-31	Willoughby Road/Leeside Lane (between Northumberland Park and Watermead Way)	2	1	7	7	28							7

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5.6. Mayoral Priority Area: Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures

MTS Policy and/or Proposals

Strategy Proposal 3 relating to air quality strategy.

Strategy Proposal 4 relating to noise reduction policy

Strategy Proposal 5 relating to biodiversity

Strategy Proposal 6 relating to movement of waste

Proposal 4G.10: The London boroughs will be encouraged to design and manage appropriate local streets as 'Streets-for-People' areas emphasising their function as social spaces. Priority will initially be given to areas of high deprivation, regeneration areas and in particular areas of high density neighbourhood renewal. TfL will co-operate with these initiatives where they are likely to affect the operation of the TLRN. (Programme to start in 2003.)

Proposal 4G.11: TfL will work with the London boroughs to develop a plan setting out a programme of environmental street improvement schemes to improve the attractiveness of London's town centres.

Proposal 4I.2: TfL will work with the boroughs and other relevant organisations to ensure the effective promotion and delivery of better conditions for pedestrians.

Proposal 4I.3: TfL will work with the London boroughs, other public bodies, private sector and voluntary groups with an expertise in walking issues and produce a Walking Plan for London which will provide a framework for implementation and monitoring of the Transport Strategy.

Proposal 4I.4: TfL will progress the World Squares For All Project, with the partial pedestrianisation of Trafalgar Square as the first stage. TfL will work in partnership with the London boroughs and the Police to ensure that these and other pedestrianised areas are effectively managed.

Proposal 4I.6: TfL, working with the boroughs and other relevant organisations, will support the completion and promotion of the six strategic walking routes. These are the London Outer Orbital Path, the Capital Ring, the Thames Path National Trail, the Jubilee Walkway, the South-East Green Chain and the Lee Valley Walk.

Proposal 4I.7: TfL and the London boroughs will be required to review all traffic signal junctions and implement pedestrian phases wherever practicable, taking account of the impact on priority traffic, such as buses. (Twenty sites on

TLRN to be investigated each year, with further sites investigated on London borough roads.)

Proposal 4I.8: Programmes of improvements will be developed by TfL and the London boroughs to make the street environment more accessible, removing barriers and obstructions that make it difficult or unsafe for pedestrians to use the street.

Proposal 4K.4: The Mayor's Transport, Air Quality and Noise Strategies should form the basis of partnerships with business and major fleet operators and the London boroughs and sub-regional partnerships to: encourage the accelerated take-up of cleaner and quieter vehicle technologies, the achievement of quieter freight and distribution and waste operations and practices, to the promotion of better vehicle maintenance and considerate and economical driving.

Performance Indicators/Targets

TfL and boroughs are to achieve an increase of at least 10% in journeys made on foot per person in London between 2001 and 2015. The target applies at the London-wide level

Modal shift target: TfL and boroughs are to maintain or increase the proportion of personal travel made by means other than car. This target applies at the London-wide level.

Scheme Proposals 2005/6 – 2010/11

Context and Background

The strategic context for the walking is provided by TfL's Walking Plan for London. This proposes the following targets:

- The short-term target is to stop the decline in the number of journeys per person made on foot.
- The long term 2015 targets are:
 - a) to increase the modal share of walking for trips under two miles by 10%;
 - b) to increase the average number of trips made on foot per person / per year by 10%;
 - c) to increase the level of London's 'walkability' both in terms of people's perceptions and in actual measured terms against other world cities.

Strategic Walks Network

Common Statement

The London Borough of Haringey is a partner in the Cross London Partnership for Strategic Walking Routes in London which is being managed by the Corporation of London as lead Borough.

Works carried out through this partnership will be complementary and additional to the other works relating to walking contained in the London Borough of Haringey submission.

This project is London-wide and will complete and promote the six strategic walking routes. These are the London Outer Orbital Path, the Capital Ring, the Thames Path, the Jubilee Walkway, the Green Chain Walk and the Lee Valley Walk.

In so doing it will:

- Make a significant contribution to making London one of the most walk friendly cities in the world
- Promote walking in London and encourage more people to walk
- Improve conditions for pedestrians along the 500km of route in the GLA area bringing the six routes up to a standard where they are Connected, Conspicuous, Comfortable, Convenient and Convivial
- Provide high quality walking experiences making London a more attractive place to live, work or visit
- Increase the amount of walking generally but specifically the number of walk journeys made on the six strategic routes. This would have consequent benefits for individual physical and mental health and the local economy. Where these replace journeys otherwise made by vehicles there will also be indirect benefits including less traffic congestion, better air quality, lower noise pollution and a stronger sense of community
- Offer attractive, cheap and reliable ways of seeing London, taking pressure off congested public transport in central London
- Provide a strategic framework for the development of more local networks of walking improvement schemes, set exemplar standards for the design, management and promotion of quality walking environments and link the different authorities across the capital providing opportunities for people to walk north, south, east and west

5.6.1. The London Borough of Haringey is committed to completing and promoting the six strategic walks and where the Borough has responsibility for maintaining these routes the Borough will continue its maintenance duties following completion of the works.

Local Walking Routes

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

5.6.3. The Council is planning to implement a circular walk through Finsbury Park, using the existing Parkland Walk and Harringay Passage. The planned route would require improvements to pedestrian crossing facilities and promotion and publicity. The cost is estimated at £100,000.

Travel Awareness

5.6.4. The Council's proposals in relation to travel awareness and encouragement for walking and cycling is to be found in Section 5.10

Walking Plan

5.6.5. The Council has developed a Walking Plan to support the Mayor's targets for increasing walking and improving the environment for walking in general. The Plan is included as Appendix 1 at the end of this section.

Data on Walking

5.6.6. Walking is a key element in the way people travel, forming at least a small part of every journey.

5.6.7. The London Area Travel Survey (LATS) 2001 shows that 'walk all the way' trips account for 31% of single mode trips in London. However, this underestimates the importance of walking, as it is also an element of many trips by bus, train, cycle and car.

5.6.8. Walking accounts for the second highest proportion of all trips made in London, after driving at 49%. This compares with national figures for walking of 26% and driving 62%.

5.6.9. More trips are made on foot in London than on all types of public transport combined. 'Walk all the way' trips account for 62% of all trips under one mile (LATS 2001) and is the main way in which public transport is accessed.

5.6.10. However, the past decade has seen a marked decline in the number of walking trips. In Greater London, the number of walking trips has reduced by 13%, but in inner London the reduction is nearer to 20%.

The Benefits of Walking

5.6.11. Using walking as a method of transport can have many benefits including greater use of public transport, improved environment, social inclusion and healthier lifestyles. These are discussed in more detail below.

Encouraging greater use of public transport

5.6.12. Walking is the main way in which public transport is accessed. However, until recently, most travel surveys only counted walking as a mode of transport if the whole journey was made on foot.

5.6.13. Some people are discouraged from using public transport by the walking element of the journey. A 2001 survey by the Office of National Statistics on public transport and security concerns showed:

- 8% of people would use buses more if personal security measures were improved;
- 44% of women and 19% of men feel unsafe waiting at a bus stop after dark;
- People in the most deprived areas are around five times more likely to say that they are concerned about safety at bus stops compared with people in more affluent areas.

5.6.14. Significant improvements have been made to London's public transport network in recent years but improvements in the access and interchange parts of the journey are required to encourage more people to switch to public transport. Better lighting, safety-conscious street design and greater numbers of pedestrians on the streets will all help encourage people to regard walking and public transport as a viable alternative to the private car.

Improved Environmental Conditions

5.6.15. Walking has the least external environmental impacts of all forms of travel. Motorised travel has significant impacts on the environment and air quality, despite improvements such as catalytic converters.

5.6.16. The most effective way of reducing the impact of travel on the environment is to reduce the number of motorised vehicle trips. Short car journeys, of two kilometres or less, contribute disproportionately to air pollution, since engines and catalytic converters do not work efficiently until properly warmed up.

5.6.17. In a dense and mixed urban environment such as London there is great scope to create walkable environments with local facilities and good links to public transport where a car is not necessary.

Social Inclusion

5.6.18. Walking is unique in being able to promote equality and reduce social exclusion. Walking is a free means of travel that can provide access to most facilities and financial status does not limit opportunity.

5.6.19. Creating a walkable environment has the ability to promote accessibility, particularly for those in deprived communities by:

- improving access to passenger transport links;
- supporting the local economy;
- strengthening the local community;
- providing a no-cost alternative to public transport; and
- improving travel for those unable to drive because of age, mobility or lack of access to a car.

Healthier Lifestyles

5.6.20. According to a health survey of England and Wales, 60% of men and 70% of women are not reaching recommended levels of physical activity. The 2002 Health Survey for England showed that a sixth (16%) of boys and girls aged 2–15 are obese and almost a third (30%) are overweight.

5.6.21. Health professionals recommend that adults participate in moderate physical activity for 30 minutes a day, at least three days a week. The regime is equally as effective when distributed over three separate 10 minute sessions.

5.6.22. Brisk walking for 20 minutes uses the same energy as swimming for 10 minutes or playing football for 12 minutes and is shown to help reduce the risk of cardio-vascular disease, help control weight and strengthen bones.

The 5Cs Principle

5.6.23. Aspects which make a city walkable are described as the 5 'Cs' in the London Planning Advisory Committee's Walking Strategy for London and are adopted as key indicators of walkability within the Walking Plan for London. They are as follows:

Connected

The extent to which the walking network is connected to key 'attractors' like public transport interchanges, homes, places of work and leisure destinations in addition to the degree that the routes themselves connect.

Convivial

The extent to which walking is a pleasant activity in terms of interaction with people and the built and natural environment, including other road users.

Conspicuous

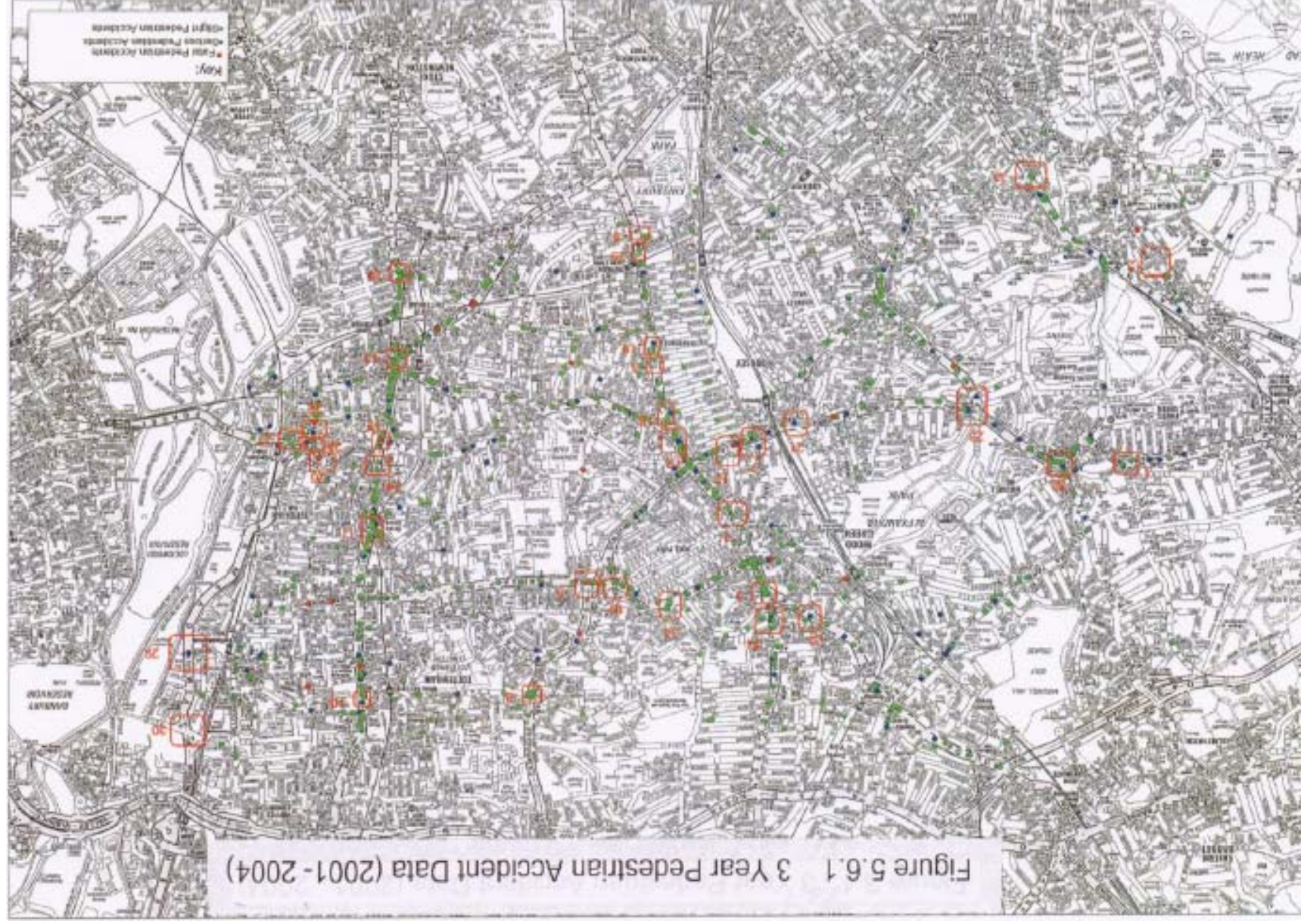
The extent to which walking routes and public spaces are safe and inviting, with attention paid to lighting, visibility and surveillance. This also includes the availability of mapping and signage.

Comfortable

The extent to which walking is made more enjoyable through high quality pavement surfaces, attractive landscaping and architecture, the efficient allocation of road space and control of traffic.

Convenient

The extent to which walking is able to compete with other modes in terms of efficiency through the implementation of the above factors.



Walking in Haringey

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

Accident statistics

5.6.25. Pedestrians are particularly vulnerable road users. The 3 year accident data (2001–2004) recorded a total of 855 pedestrian collisions which represents 24% of the total number of collisions in the Borough. Of the 855 pedestrian accidents, 640 were slight collisions, 193 were categorised as serious whilst 22 fatalities were recorded. Figure 5.6.1 shows the location of all pedestrian collisions in the Borough for the 3 year period 2001 - 2004. The accidents are broken down by type, i.e. slight, serious and fatal. The Figure shows a concentration of accidents around major junctions and on main road corridors.

Improvement Programme

5.6.26. Consultants have developed an improvement plan for existing traffic signal controlled junctions as well as for general measures to improve the pedestrian environment.

5.6.27. In order to assess the pedestrian facilities at these junctions, an auditing tool has been produced to determine whether the 5C's principle is satisfied, namely; Connected, Comfortable, Convenient, Convivial, and Conspicuous. This criteria could be applied on all pedestrian improvement measures.

The criterion for each of the 5C's are shown in Table 5.6.1 below along with an explanation of the scoring methodology for each factor.

Table 5.6.1 – Criterion for Prioritisation of Junction / Pedestrian Refuge Improvements to Aid Pedestrian Movement

The expanded 5C's criterion	Proposed scoring structure
<u>Providing a CONNECTED walking environment</u>	
a. do the junctions aid good access to key destinations such as PT interchanges, schools, health centres, open spaces and shopping districts etc?	No = 0 (min.) up to Yes = 10 (max.)
<u>Providing a COMFORTABLE walking environment</u>	
b. do the existing facilities (if any) meet current standards (for example pedestrian phases, tactile paving and audible signals where appropriate)	Yes = 0 (min.) down to No = 5 (max.)
c. does the junction exhibit low, medium, high traffic volumes	Low = 1 , Medium = 3 , High = 5
d. is one or more arm of the junction on the TLRN	1 for each arm up to to 5 (max.)
<u>Providing a CONVENIENT walking environment</u>	
e. are the footways of an appropriate width for anticipated use	Yes = 1 , Medium = 3 , No = 5
f. is there scope to improve the pedestrian environment (for example footway widening, relocate street furniture)	No = 1 , Maybe = 3 , Yes = 5
<u>Providing a CONVIVIAL walking environment</u>	
g. are the approach pedestrian routes interesting	Low = 1 , Medium = 3 , High = 5
h. does the crossing provide continuation for routes away from the public highway (green routes such as through parks/open spaces)	No = 1 , Yes = 5
<u>Providing a CONSPICUOUS walking environment</u>	
i. does the current street lighting need improving	No = 0 , Maybe = 3 , Yes = 5
j. is the junction located on a key pedestrian desire line/network	No = 1 , Close = 3 and Yes = 5

5.6.28. In addition to the weighted criteria outlined above, accident data was taken into consideration for each junction and these are also weighted according to the severity as shown in Table 5.6.2 below.

Table 5.6.2 – Collision weightings at junctions considered for pedestrian improvements

Accident severity	Weighting
Slight	(total number of slight collisions involving pedestrians) multiplied by 1
Serious	(total number of serious collisions involving pedestrians) multiplied by 5
Fatal	(total number of fatal collisions involving pedestrians) multiplied by 10

5.6.29. The junctions with the highest total score are those with the highest priority for pedestrian improvements. The results of the auditing exercise are shown below in Table 5.6.3. The junctions are numbered from 1 to 34 and are shown on Figure 5.6.1.

5.6.30. Table 5.6.4 provides a prioritised list of junction improvements based on the auditing exercise outlined above. An indicative timescale for design and implementation is also included for each junction.

Uncontrolled crossings and pedestrian refuges

5.6.31. It is proposed to undertake an audit of existing pedestrian refuge locations and facilities in order to determine a programme of improvement. The programme is set out below.

Table 5.6.3 Traffic signal junction audit for the prioritisation of pedestrian improvements

No.	Junction Name	Pedestrian Facilities	Tactile Paving	Connected	Comfortable	Convenient	Convivial	Conspicuous	No. of Slight Collisions	No. of Serious Collisions	No. of Fatal Collisions	Factored Slight Collisions	Factored Serious Collisions	Factored Fatal Collisions	TOTAL (rating value)
1	FORTIS GREEN ROAD - QUEENS AVENUE - TETHERDOWN - FORTIS GREEN	Y	N	7	2	3	0	3	3	1	1	5	5	0	37
2	NORTH HILL - CHURCH ROAD - VIEW RD	N	N	8	5	1	0	3	5	0	0	0	0	0	33
3	HIGH ROAD WOODGREEN - BOUNDS GREEN ROAD	N	N						10	2	0	10	10	0	n/a
4	A105 HIGH ROAD WOODGREEN - ALEXANDRA ROAD	Y	N	10	3	5	0	5	1	3	1	0	3	0	36
5	A105 GREEN LANES - COLINA ROAD	N	N	3	5	5	0	3	1	1	0	1	0	0	23
6	A105 GREEN LANES - B150 ENDYMION ROAD	N	N	5	5	5	0	3	3	5	0	2	0	0	36
7	TURNPIKE LANE - HORNSEY PARK ROAD - WIGHTMAN ROAD	Y	N	7	2	5	0	3	3	1	0	4	10	0	39
8	GREAT CAMBRIDGE ROAD - WHITE HART LANE - DEVONSHIRE PARADE	Y	N	8	2	5	2	3	3	3	1	0	7	0	39
9	LORDSHIP LANE - ROUNDWAY - DOWNHILLS WAY	Y	N	6	2	5	0	3	3	3	0	5	5	20	60
10	HIGH ROAD TOTENHAM - WHITE HART LANE	Y	N	5	2	3	0	3	3	1	1	2	0	5	26
11	A10 HIGH ROAD TOTENHAM - A10 BRUCE GROVE	Y	N	8	2	5	2	5	5	1	1	0	12	0	56
12	A10 HIGH ROAD TOTENHAM - B153 PHILIP LANE - A1055 MONUMENT WAY	Y	N	6	2	5	2	3	3	1	1	4	5	10	46
13	HIGH ROAD TOTENHAM - SEVEN SISTERS ROAD	Y	N	6	2	5	3	3	3	1	1	10	10	0	52

14	A10 HIGH ROAD TOTENHAM - B152	Y	N	4	2	5	2	3	3	1	1	0	1	3	0	0	3	0	0	3	0	0	0	25
15	GREEN LANES - ST ANNS ROAD	Y	N													2	1	0	2	5	0	0	n/a	
16	LORDSHIP LANE - BOREHAM ROAD	Y	N	4	2	3	0	3	3	3	2	3	3	5	0	0	5	0	5	0	0	0	31	
17	TURNPIKE LANE - ALEXANDRA ROAD	Y	N	7	2	5	0	3	3	2	3	3	3	5	0	1	1	0	5	5	10	47		
18	GREEN LANES - ALFOXTON AVENUE	N	N	7	5	5	0	3	5	3	2	2	4	3	1	0	3	0	5	5	0	44		
19	HIGH ROAD TOTENHAM - TOWN HALL APPROACH	Y	N	9	2	5	0	3	1	3	1	0	5	8	4	0	8	0	8	20	0	57		
20	A503 FERRY LANE - A1055 THE HALE - A503 BROAD LANE	Y	N	4	2	5	2	1	3	3	1	0	3	0	1	1	0	5	10	0	0	39		
21	HORNSEY HIGH STREET - CHURCH LANE	Y	N	7	2	5	0	5	3	3	3	0	3	0	1	0	0	5	0	0	0	36		
22	BOUNDS GREEN ROAD - PARK AVENUE	Y	N											1	1	0	1	5	0	0	n/a			
23	PRIORITY ROAD - MUSWELL HILL - PARK ROAD - ALEXANDRA PARK APPROACH	Y	N											1	2	0	1	10	0		n/a			
24	HIGH ROAD TOTENHAM - MONUMENT WAY	Y	N	5	2	5	2	1	3	1	1	0	3	2	0	0	2	0	0	2	0	25		
25	GREEN LANES - WILLIAMSON ROAD (SAINSBURYS)	Y	N	7	2	5	0	3	3	5	5	0	5	1	1	0	1	5	0	0	0	39		
26	MONUMENT WAY - HALE ROAD - HIGH CROSS ROAD	Y	N	4	2	5	2	3	1	3	1	0	3	0	0	1	0	0	0	0	10	34		
27	FERRY LANE - HALE ROAD	Y	N	4	2	5	0	3	1	3	1	0	3	2	0	0	0	0	2	0	0	24		
28	NORTH/SOUTH ROUTE - HALE ROAD - WATERMEAD WAY	Y	N	4	2	5	2	3	1	3	1	0	3	1	1	0	1	5	0	0	0	30		
29	WATERMEAD WAY - MARGOLD ROAD	Y	N	7	2	3	0	3	3	5	3	3	5	0	1	0	0	5	0	0	0	39		
30	WATERMEAD WAY - LEESIDE ROAD - MERIDIAN WAY	Y	N	7	2	3	0	3	3	5	3	3	5	0	0	0	0	0	0	0	0	34		
31	ARCHWAY ROAD NORTHBOUND - SOUTH OF WINCHESTER ROAD (Q' POINT)	N	N	6	2	5	2	3	3	3	1	3	3	2	0	0	2	0	0	0	0	33		
32	A504 MUSWELL HILL - QUEENS AVE - DUKES AVE - MUSWELL HILL BRIDGE	N	N											5	3	0	5	15	0		n/a			

Draft Local Implementation Plan Chapter 5 Local Implementation Plan Proposals

33	A105 WOOD GREEN HIGH ROAD - WHITE HART LANE	N	N														12	1	0	12	5	0	n/a	
34	LORDSHIP LANE - PERTH ROAD	N	N															5	1	5	5	0	0	n/a

Table 5.6.4 Prioritised List of Junction Pedestrian Improvements

Junct ion No.	Location	Problem	Proposal	Indicative Work Programme (F = Feasibility, DD = Detailed Design, I = Implementation)				Cost (£k)	Ranking	Mayor's Objectives *		
				2005/ 2006/ 2007	2007/ 2008	2008/ 2009	2009/11			Priority Area No's.	MTS Policy No.	Target No.
3	HIGH ROAD WOODGREEN - BOUNDS GREEN ROAD	ped. crossing facilities missing	Introduce ped. crossing improvement measures	F	DD	I		30	1	i, vi	41.1	1, 12
15	GREEN LANES - ST ANNS ROAD	ped. crossing facilities missing	Introduce ped. crossing improvement measures	F	DD	I		30	2	i, vi	41.1	1, 12
22	BOUNDS GREEN ROAD - PARK AVENUE	ped. crossing facilities missing	Introduce ped. crossing improvement measures	F	DD	I		30	3	i, vi	41.1	1, 12
23	PRIORITY ROAD - MUSWELL HILL - PARK ROAD - ALEXANDRA PARK APPROACH	ped. crossing facilities missing	Introduce ped. crossing improvement measures	F	DD	I		30	4	i, vi	41.1	1, 12
32	A105 WOOD GREEN HIGH ROAD - WHITE HART LANE	ped. crossing facilities missing	Introduce ped. crossing improvement measures	F	DD	I		30	5	i, vi	41.1	1, 12
33	A504 MUSWELL HILL - QUEENS AVE - DUKES AVE	ped. crossing facilities missing	Introduce ped. crossing improvement measures	F	DD	I		30	6	i, vi	41.1	1, 12
34	LORDSHIP LANE - PERTH ROAD	ped. crossing facilities missing	Introduce ped. crossing improvement measures	F	DD	I		30	7	i, vi	41.1	1, 12
9	LORDSHIP LANE - DOWNHILLS ROUNDWAY	ped. crossing facilities missing	Introduce ped. crossing improvement measures	F	DD	I		30	8	i, vi	41.1	1, 12

19	HIGH ROAD TOTENHAM - TOWN HALL APPROACH (TLRN)	ped. crossing facilities	Introduce ped. improvement measures	F		DD	I				30	9	i, vi	41.1	1, 12	
11	A1010 HIGH ROAD TOTENHAM - A10 BRUCE GROVE(TLRN)	ped. crossing facilities	Introduce ped. improvement measures	F		DD	I				30	10	i, vi	41.1	1, 12	
13	HIGH ROAD TOTENHAM - SEVEN SISTERS ROAD (TLRN)	ped. crossing facilities	Introduce ped. improvement measures	F		DD	I				30	11	i, vi	41.1	1, 12	
17	TURNPIKE LANE - ALEXANDRA ROAD	ped. crossing facilities	Introduce ped. improvement measures	F		DD	I				30	12	i, vi	41.1	1, 12	
12	A10 HIGH ROAD TOTENHAM - B153 PHILIP LANE - A1055 MONUMENT WAY (TLRN)	ped. crossing facilities	Introduce ped. improvement measures	F		DD	I				30	13	i, vi	41.1	1, 12	
18	GREEN LANES - ALFOXTON AVENUE - FROBISHER ROAD	ped. crossing facilities	Introduce ped. improvement measures	F		DD	I				30	14	i, vi	41.1	1, 12	
7	TURNPIKE LANE - HORNSEY PARK ROAD - WIGHTMAN ROAD	ped. crossing facilities	Introduce ped. improvement measures	F		DD	I				30	15	i, vi	41.1	1, 12	
8	GREAT CAMBRIDGE ROAD - WHITE HART LANE - DEVONSHIRE PARADE (TLRN)	ped. crossing facilities	Introduce ped. improvement measures	F		DD	I				30	16	i, vi	41.1	1, 12	
20	A503 FERRY LANE - A1055 THE HALE - A503 BROAD LANE	ped. crossing facilities	Introduce ped. improvement measures	F		DD	I				30	17	i, vi	41.1	1, 12	
25	GREEN LANES - WILLIAMSON ROAD (SAINSBURY)	ped. crossing facilities	Introduce ped. improvement measures	F		DD	I				30	18	i, vi	41.1	1, 12	

[illegible]

28	NORTH/SOUTH ROUTE - HALE ROAD - WATERMEAD WAY	ped. crossing facilities missing	Introduce ped. Improvement measures	F	DD	I	30	30	29	I, VI	41.1	1, 12
10	HIGH ROAD TOTENHAM - WHITE HART LANE	ped. crossing facilities missing	Introduce ped. Improvement measures	F	DD	I	30	30	30	I, VI	41.1	1, 12
14	A10 HIGH ROAD TOTENHAM - B152 ST ANNS ROAD	ped. crossing facilities missing	Introduce ped. Improvement measures			I	30	30	31	I, VI	41.1	1, 12
24	HIGH ROAD TOTENHAM - MONUMENT WAY	ped. crossing facilities missing	Introduce ped. Improvement measures			I	30	30	32	I, VI	41.1	1, 12
27	FERRY LANE - HALE ROAD	ped. crossing facilities missing	Introduce ped. Improvement measures			I	30	30	33	I, VI	41.1	1, 12
5	A105 GREEN LANES - COLINA ROAD	ped. crossing facilities missing	Introduce ped. Improvement measures			I	30	30	34	I, VI	41.1	1, 12
A	PEDESTRIAN CROSSING AUDIT AND DETAILED DESIGN IMPLEMENTATION.											
			5 -10 per year	F, DD, I	F, DD, I	F, DD, I	F, DD, I	F, DD, I	F, DD, I	I, VI	41.1	1, 12
B	MITIGATION MEASURES TO COMPLEMENT TRAFFIC SIGNAL IMPROVEMENT											
			3 per year	F, DD, I	F, DD, I	F, DD, I	F, DD, I	F, DD, I	50 - 100	I, VI	41.1	1, 12

Haringey Walking Plan

Introduction

Walking is a mode of transport that can perform an important role as part of a strategy to reduce traffic levels and to improve air quality. As part of the Mayor's Transport Strategy each borough is required to set a target in its LIP setting out its contribution to the London-wide traffic reduction target which for inner London is zero growth between 2001 and 2015. We are also required by the Environment Act, 1995 to improve air quality in the Borough if it is not expected to meet set criteria by 2005. We have declared the whole Borough as an Air Quality Management Area and have prepared an Air Quality Action Plan. Less use of the car such as through more journeys by foot can help meet these targets.

The Need for a Walking Action Plan

Everyone is a pedestrian for at least part of any trip. Increasing the distance people walk and the frequency with which they choose walking in preference to any other mode of transport produces considerable benefits to both the individual and to society as a whole.

Walking produces benefits to the individual in terms of personal fitness, well-being and health. It can be used as both a means of reaching destinations and as a leisure pursuit and pastime. The benefits to society are substantial: walking support localism and local economies: local shops and services rely most heavily on trade brought by pedestrians. It also helps to reduce crime through natural surveillance and add vitality and vibrancy to the public realm.

It offers a number of advantages over other modes of transport in terms of health, sustainability, efficiency, quality of life and cost.

- Health: walking can increase cardiovascular fitness, reduce the risk of heart disease and reduce obesity
- Sustainability: walking is environmentally benign; vehicle engines emit a range of harmful chemicals and a switch from these vehicles to walking would have environmental benefits both at the local level and in the wider environment through less acid rain and global warming; walking encourages use of local facilities and reduces travel and motorised trips
- Efficiency: making short journeys on foot rather than by car can reduce congestion and ease the movement of buses and other essential vehicles. Walking can be quicker than the car for short journeys as well as being almost costless
- Quality of life: promoting walking can achieve reductions in noise pollution and community severance from heavy flows of motorised traffic and greater independence for children through, for example, Safer Routes to Schools projects

- Cost of provision: walking is almost costless with the provision of facilities to help pedestrians substantially lower than for other modes of transport

Walking has traditionally not been considered a mode of transport and consequently has received little encouragement or recognition of the role that facilitating more walking could play in urban areas. Consequently, walking has had a low priority for investment and has been seen as a safety issue with measures focused on barriers and subways to segregate pedestrians from traffic. The main focus apart from road safety has been the introduction of pedestrianisation schemes and the role of walking for recreation such as the six long-distance routes supported in the Mayor's Walking Plan for London.

The action plan for Haringey seeks to co-ordinate all policies and programmes of action that can help promote walking. The action plan, as set out below, consists of:

Context
Objectives
Targets
Mechanisms to achieve objectives
Monitoring
Action Plan

Context

London-wide Policy Context

The Mayor's Transport Strategy sets the high level framework for walking within London. Policy 4I.1 states "The Mayor, through Transport for London and the London Boroughs, and working with other relevant organisations, will aim to create and promote a connected, safe, convenient and attractive environment that encourages people to walk and enriches their experience of being out and about, making London one of the most walking friendly cities for pedestrians by 2015".

The Mayor's Walking Plan for London has the aim "to see more people making walking their first choice for short journeys and making more trips over longer distances by a combination of walking and public transport. In addition, the Plan supports the revitalisation of public spaces and the creation of a high quality urban environment that enriches Londoners' experience and appreciation of walking as a valued and enjoyable activity".

Local Policy Context

Adopted UDP Policies [March 1998]

Strategic Policy TSP 2: To prioritise the needs and safety of pedestrians

TSP 2.1 Safe movement

To provide a pleasant, safe environment for pedestrians paying particular regard to the needs of people with disabilities, elderly people and young children.

TSP 2.2 Pedestrian routes

To maintain existing footpaths and passageways in as safe and attractive a form as possible paying particular attention to the needs of people with disabilities and elderly people by providing, for example, dropped kerbs, textured paving at crossing points and seating on main pedestrian routes.

TSP 2.3 Pedestrian/vehicle conflicts

To continue to provide pedestrian crossings, or similar measures such as central refuges or kerb re-alignment and lowering, appropriate to the degree of conflict between pedestrians and vehicles. Where practicable, the introduction of exclusive pedestrian phases at signalled junctions will be sought in suitable locations.

TSP 2.4 Bridges and subways

Only exceptionally will the Council promote pedestrian crossings via bridges or subways, and where this is done the safety, security and convenience of pedestrians will be of paramount importance.

TSP 2.5 Street furniture

Street furniture should be located and designed so that it has no adverse effect on pedestrian flow or safety or on the local environment.

TSP 6.2 Traffic calming (residential areas)

The Council will introduce traffic calming in residential areas where appropriate to reduce vehicle speeds and improve conditions for pedestrians and cyclists.

Revised Deposit UDP [September 2004]

M3: Pedestrians and Cyclists

The Council requires that new proposals should have a design and layout that encourages walking and cycling.

This policy is supported by Supplementary Planning Guidance on design standards for Vehicle and Pedestrian Movement and on Safety by Design.

Data on Walking in Haringey

The most comprehensive data on walking in Haringey and London is provided by the London Area Transport Survey (LATS), carried out in 2001. In Haringey, 34% of all trips are on foot. This compares to the London-wide figure of 30%. Haringey residents make more than 180,000 walking trips per day, more than the total for car driver and car passenger trips. In terms of journey length, 97% of walk journeys are under 3km but 48% of car driver journeys are under 3km. Even 19% of car driver and 23% of car passenger journeys are under 1km, indicating the potential for a switch for short journeys from the car to pedestrian. There are 319,000 daily trips under 3km, of which 196,000 are less than 1km.

Walking is particularly important for journeys to shops: 36% of all shopping journeys in Haringey are totally on foot. Walking is also important for children between ages 5 and 16 in getting to school. In Haringey 60% of journeys are by foot. This compares with 53% Londonwide. Data from the NTS shows that during peak hours 20% of all car trips were found to be for children being escorted to school.

Pedestrians, like cyclists and motorcyclists, are vulnerable road users. Over the 3 year period between 2001 and 2004 pedestrian accident represented 24% of the total number of accidents in the Borough.

Aim and Objectives

Aim

To maximise the role of walking as a mode of transport in Haringey within an overall framework of road danger and traffic reduction and sustainable development

Objectives

- 1) To improve the safety, security and convenience of walking in the Borough
- 2) To integrate measures to help pedestrians with traffic management, cycling, bus priority and road safety schemes
- 3) To improve pedestrian access to key destinations particularly schools, town centres and rail stations and interchanges
- 4) To ensure that new development is pedestrian friendly
- 5) To improve pedestrian facilities and the pedestrian environment, particularly for disabled people and those with a mobility handicap
- 6) To improve personal safety and security particularly at night
- 7) To monitor the progress of the Plan

Targets

The London Planning Advisory Committee defined walking quality in the 5 "Cs" of Connectedness, Convenience, Comfort, Conviviality and Conspicuous. These have been adopted by the Mayor in the Walking Plan for London. The development of Haringey's walking environment will be in relation to making it:

- ◆ Connected - such as easy to get from place to place without meeting dead ends; busy roads that are difficult to cross and ensuring that key destinations are easy to reach on foot
- ◆ Convenient – through the creation of direct routes without unnecessary detours and restrictions
- ◆ Comfortable - such as smooth, wide and unobstructed footpaths, no wind tunnels, attractive landscaping and architecture and allocation of road space to support walking
- ◆ Convivial - such as friendly, busy streets which are interested to walk in, removal of graffiti and litter
- ◆ Conspicuous - including easy-to-read street and "you are here" signs and improving personal safety and security such as through high quality lighting and natural surveillance

This Action Plan supports the Mayor's targets in the Walking Plan for London:

- The short term target is to stop the decline in the number of journeys per person made on foot
- The long term 2015 targets are:
 - a) to increase the modal share of walking for trips under two miles by 10%
 - b) to increase the average number of trips made on foot per person/per year by 10%
 - c) to increase the level of London's "walkability" both in terms of people's perceptions and in actual measured terms against other world cities

This Plan puts forward a number of targets:

An increase in the number of walk trips by 5% by 2011

An increase in the modal share of walking trips under 2 miles by 5% by 2011

An increase in the number of walk trips to school by 5% by 2011

A reduction in the number of pedestrians killed and seriously injured casualties by 40% by 2010

As walking is only appropriate for shorter journeys, the mechanisms for achieving the targets should be aimed at reducing car use for journeys of under 3km and particularly under 1km. In Haringey, each year there are about 30 million car journeys, of which 13 million are less than 3km and 5 million are less than 1km. Sizeable reductions in this high number of short distance trips

would have a noticeable impact on congestion on our road network, better air quality and improved road safety.

Mechanisms for Achieving the Targets and Objectives

1. Improvements to road safety and personal security for pedestrians

Accident data is readily available which can be used to identify, as part of the Council's Road Safety Plan, measures to improve pedestrian safety. The severity of injuries to pedestrians is directly related to the speed of traffic so schemes that reduce the speed of traffic will have benefits for pedestrian safety. The traditional method of addressing the problem of high level of pedestrian accidents is to segregate pedestrians from road traffic. Subways and bridges have made pedestrians very much second class to road traffic and have often led pedestrians to ignore these facilities because of difficulties in using steps to bridges and subways and diversions from pedestrian desire lines as well as personal safety fears. Similarly, poorly placed pedestrian crossings can be of little use to pedestrians and add little to road safety. The aim is to improve safety without unnecessary diversions that induce delay to pedestrians. Pedestrian casualties tend to be dispersed and not concentrated at relatively few locations although casualties are most prevalent on the Borough's main roads. However, accident data may not reflect the dangers faced by pedestrians on particular roads or locations as such locations may be avoided by pedestrians. The danger posed by the road or location would not be apparent from actual accident data. The aim should be to reduce road danger.

The introduction of 20mph zones in areas of the Borough can help to reduce the extent and severity of crashes involving pedestrians. As noted above walking is important for access to schools. Most school journeys used to be on foot or by cycle but many children are now taken to school by car, largely because of the fear of traffic but this only exacerbates the situation and so becomes a vicious circle. The aim should be to create the conditions for more walking to school. The Council has introduced road safety measures as part of its Safer Routes to School programme. Linked to this is the development of School Travel Plan initiative in which the Council works with schools to assist identification of measures to encourage more walking and cycling to school. The benefits of School Travel Plan programme can be much wider and include improvements to the environment, health and reduced traffic congestion, giving priority to essential traffic during the morning peak period. Reductions in the level of traffic such as required of the Council through the Road Traffic Reduction Act would increase pedestrian safety and hence encourage more walking in the Borough.

Home zones are aimed at giving priority to pedestrians, cyclists and playing in residential streets. The Council recognises that these schemes can improve the environment for walking but can be expensive in comparison with 20mph zones.

As part of the Road Safety Plan, we will develop a Speed Management Plan that aims to reduce traffic speed in a way that is acceptable to the public. Under the Plan roads are categorised in various types and the suitability of physical measures on each type of road is identified.

The quality of street lighting can be a significant factor influencing the level of walking. Poor lighting can deter walking through fear of crime and affect road safety. A programme of renewing of street lighting is being carried out.

ACTION

- i) Examination of road collisions involving pedestrians and identify measures to increase the safety of walking as part of the Road Safety Plan*
- ii) Implementation of a Safer Routes to School/School Travel Plan programme, subject to resources*
- iii) Progressively extend 20mph zones in residential areas, subject to resources*
- iv) Introduce further home zones, subject to resources*
- v) Lessen road danger by introduction of a Speed Management Plan and traffic speed reduction measures*
- vi) Continue with the street lighting renewal programme*

2) Integration with traffic management, cycling, bus priority and road safety schemes

Traffic management and calming schemes and pedestrian crossings and pedestrian phases at traffic lights can have the dual benefits of improving safety as well as giving assistance to pedestrians to cross busy roads. The Council has a programme of local safety schemes and 20mph area schemes which seek to reduce the impact of traffic in residential areas. Measures to help pedestrians such as raised crossing points and speed tables have been provided as part of traffic calming schemes. These traffic speed reduction measures can be a significant benefit to pedestrians as they reduce the fear factor associated with excessive and speeding traffic.

Footway parking effectively increases the width of carriageway and can improve bus service reliability and assist the movement of all types of traffic. However, footway parking reduces the space for pedestrians and can impinge on their safety and amenity. In general widening of the carriageway to provide space for parking would reduce the likelihood of abuse.

Severance produced by high levels of traffic can reduce access to facilities and reduce social interaction. Overall reductions in the amount of traffic are the most effective way of reducing severance but pedestrian phases at traffic lights, pelican and puffing crossings are small scale yet effective means of assisting pedestrians to cross busy roads.

ACTION

- i) *The design of traffic management, cycling, bus priority and road safety schemes will give a high priority to the needs of pedestrians*
 - ii) *The Council will review and minimise footway parking in the Borough; the introduction of new footway parking will be discouraged and space for parking taken from the carriageway wherever feasible*
 - iii) *The Council will support new pedestrian facilities such as pelican crossings and pedestrian phases at traffic lights, subject to resources*
- 3) Improving the pedestrian environment for disabled people and those with a mobility handicap

There is a consensus that some 12% of the country's population will suffer some degree of disability. The commonest disability is a locomotive problem: difficulties with walking, negotiating steps and maintaining balance. There are other disabilities such as hearing and seeing that are also widely found and which have a bearing on people's ability to travel. Much of the urban environment is not pedestrian friendly. This is particularly so for disabled people. While many of the planned improvements to assist pedestrians will benefit disabled people, these need to be complemented by specific measures to help the disabled. These should include dropped kerbs and tactile surfaces at appropriate locations, colour contrasting of street furniture and clear signing, provision of audible signals at pedestrian crossings, use of different coloured/textured paving to identify pedestrian routes and signing, warning strips and coloured/directional paving to clearly identify pedestrian routes within shared use cycle/pedestrian schemes.

Obstruction of footways and street clutter such as signage is an issue for all pedestrians but its impact can be much greater for disabled people. The Council has powers under the Highways Act to take action to remove obstructions on footways and the public highway.

Shopmobility schemes, which provide scooters and wheelchairs for people on arrival at a town centre, can enhance access to and within a town centre as well as supporting and enhancing the viability of the Borough's town centres.

The accessibility of the highway network is a critical issue for mobility impaired people. To assist mobility impaired people appropriate signage is needed to direct people along accessible routes with the prime focus being on town centres.

ACTION

- i) *The Council will continue to implement, where resources permit, dropped kerbs and tactile paving at pedestrian crossing points*
- ii) *The Council will seek to reduce unnecessary street clutter and will enforce obstruction of footways*
- iii) *The needs of disabled people and mobility handicapped to be fully integrated with the designs of highway and traffic schemes*
- iv) *The Council will promote Shopmobility schemes where appropriate*

v) *The Council will develop a programme of signage on accessible routes, focusing initially on town centres*

4) Development of pedestrian routes to rail stations and interchanges, town centres and other key destinations

As noted above walking is an important mode of transport for shopping journeys. More of a role could be made for walking if access to shopping areas was improved. Measures such as more and better pedestrian crossing points, better signing, priority over motorised traffic in shopping areas can all improve access and encourage more walking. As well as shopping areas a number of the Borough's rail stations are key attractors. Around 20,000 people walk each day to Finsbury Park station while around 11,000 access Seven Sisters station on foot. Measures to improve safety and convenience for pedestrians accessing these and other stations in the Borough can give widespread benefits.

Safe pedestrian access to schools is an important requirement before the amount of walking to school can be increased through Safer Routes to School/School Travel Plan initiatives.

The quality of the pedestrian environment is linked to factors such as the quality of the public realm, traffic volumes and speed, and good street lighting. A good quality environment for walking is a pre-requisite for more walking. The approach should be to address the environment in an area-wide basis and seek to address all the issues within an area. This approach is most appropriate in areas within and near to the Borough's town centres and around public transport interchanges and rail stations.

ACTION

- i) *Improved linkages to key destinations will be progressed, subject to resources*
- ii) *Area-wide measures will be supported initially focused on town centres and around public transport interchanges and rail stations, subject to resources*
- iii) *Undertake an audit of pedestrian quality on a 400m radius on 360° from key walking trip attractors, initially for Wood Green High Road and Seven Sisters and Finsbury Park stations then extending to all the Borough's stations and shopping centres*

5) Pedestrian environment and new development

The Council's land use and transport policies seek to locate new developments to locations well-served by public transport. By guiding developments to such locations new developments can be closely related to each other making access by foot between new and existing developments relatively easy. As part of the Borough's UDP, developers are required to carry out a Transport Assessment (TA) for major development proposals or

for developments that are likely to have a significant impact on the local highway network. For developments that are likely to lead to a significantly greater use of the private car, developers will be required to submit a Travel Plan to reduce use of the private car and to encourage the use of alternative modes of transport such as public transport, walking and cycling. Guidance on the content of the Travel Plan is given to developers at the planning application stage. Supplementary Planning Guidance has been prepared by the Council on Travel Plans and Transport Assessments. A TA should include information on population within 10 minutes walk, description of measures to encourage walking, continuous accessible paths for disabled people, details of expected modal split and the measures to restrict the proportion of trips by car such as maximising linkages and facilities for pedestrians and cyclists. A new companion design guide for residential areas, DB 32, has been published which places much greater emphasis on pedestrian friendly design.

ACTION

- i) Developers of major new developments to provide a Transport Assessment which should include details of modal split, measures to encourage walking to the development and measures to reduce car use to the site*
- ii) Developers of major new developments and for other developments which are likely to have a significant transport impact or for developments located in a sensitive area should provide a Travel Plan to encourage walking*
- iii) The design and site layouts of all major developments should be subject to a Walking Audit, prepared by the developer, to maximise the opportunities for accessing the site by foot*

6) Monitoring of the Walking Action Plan

The Council will need to review progress on the Action Plan at regular intervals to monitor progress on meeting its objectives and targets. An estimate of the amount of walking is difficult to develop at the Borough level. The last comprehensive data on walking was completed in 2001 with some on-going surveys to update this planned to be undertaken. Ad hoc surveys are carried out on pedestrian flows such as in relation to specific developments and for major schemes. Although road crash casualty data is readily available this may not give a good indication of the danger faced by pedestrians, as noted above. An indication of a reduction in road danger may be given by the extent to which residential areas are subject to 20mph speed limits and the proportion of roads benefiting from traffic calming measures.

Monitoring of the progress of the strategy could be assessed by the number and extent of Travel Plans [both for schools and for commercial developments] and on the content Transport Assessments.

ACTION

- i) Analysis of road collision casualty data to identify measures to reduce the level of collisions involving pedestrians*

Draft Local Implementation Plan
Chapter 5 Haringey Walking Plan

- ii) *Undertake monitoring of walking to schools as part of Safer Routes to School/School Travel Plan schemes*
- iii) *Developers to be required to promote walking in Transport Assessments and in Travel Plans*

Draft Local Implementation Plan
Chapter 5 Haringey Walking Plan

PROGRAMME FOR IMPLEMENTING HARINGEY WALKING
ACTION PLAN

OBJECTIVE		RESPONSIBILITY OF
Overall Aim: To maximise the role of walking as a mode of transport in Haringey within an overall framework of road danger, traffic reduction and sustainable development		AD, PEPP
TARGETS AND PERFORMANCE MEASURES		TIMESCALE
Produce a draft Walking Action Plan for consultation		April 2005
Finalise Walking Action Plan		July 2006
- Increase the number of Walk trips by 5% - Increase the modal share of Walking trips under 2 miles by 5% - Increase the number of Walk journeys to School by 5%		2011
Reduce the number of Pedestrian killed and seriously injured casualties by 40%		2010
ACTIVITIES TO BE UNDERTAKEN		
Headings in <i>italics</i> relate to the Aim and Objectives in the Action Plan main text.		
Actions	Milestones	By Whom? Resources
Develop and implement Haringey Walking Action Plan	- Draft to be produced - Consultation and adoption as part of LIP process - Implementation - Annual review	AD, PEPP Existing resources
<i>Improve safety, security and convenience of walking</i>		
Improvements to road safety and personal security	- Road collision analysis - Identify proposals - BSP submission - Detailed design - Consultation	HOH; AD, PEPP Ongoing TfL

Draft Local Implementation Plan
Chapter 5 Haringey Walking Plan

	• Implementation	HOH; AD, PEPP	Sept. 2006 Ongoing	TfL
Introduction of Speed Management Plan and traffic speed reduction measures	• Speed Management Plan prepared • Identify proposals • BSP submission • Detailed design • Consultation • Implementation	HOH; AD, PEPP	Sept. 2006 Ongoing	TfL
Street lighting renewal programme	• Develop street lighting programme • Identify proposals • Implementation	HOH	January 2005 Ongoing	Existing resources
Implement measures to reduce road danger	• Local safety schemes • 20mph zones • Safer Routes to schools • Home Zones • Town Centre schemes	HOH; AD, PEPP	Ongoing	BSP and other ad-hoc funding
<i>Integration with traffic management, cycling, bus priority and road safety schemes</i>				
Design of traffic schemes taking pedestrians into account	• Scheme design • Consultation • Implementation	HOH	Ongoing	Existing resources
New pedestrian facilities	• Identify proposals • BSP submission • Detailed design • Consultation • Implementation	HOH; AD, PEPP	Ongoing	TfL

Draft Local Implementation Plan
Chapter 5 Haringey Walking Plan

<i>Improving the environment for disabled people and those with a mobility handicap</i>				
Continue with a programme of dropped kerbs and tactile paving	- Identify proposals - BSP submission - Implementation	HOH; AD, PEPP	Ongoing	TfL
Reduction in unnecessary street clutter	- Audit of town centres - Review of main road network - Implementation	HOH	June 2006 June 2007 2008/9	Existing resources
Needs of disabled people and mobility handicapped to be integrated with highway schemes	- Scheme design - Consultation - Implementation	HOH	Ongoing	Existing resources
Promotion of Shopmobility schemes	- Identify proposals - BSP submission - Detailed design - Consultation - Implementation	AD, PEPP	June 2006	Existing resources and TfL
Provide signage for accessible walking routes to town centres	- Identify proposals - BSP submission - Detailed design - Consultation - Implementation	HOH; AD, PEPP	June 2006	Existing resources and TfL

Draft Local Implementation Plan
Chapter 5 Haringey Walking Plan

<i>Development of pedestrian routes to rail stations and interchanges, town centres and other key destinations</i>				
Improved linkages to key destinations	- Identify proposals - BSP submission - Detailed design - Consultation - Implementation	HOH; AD, PEPP	Ongoing	TfL
Development of area-wide measures	- Identify schemes around town centres, rail stations and interchanges - Identify schemes in other areas - BSP submission - Detailed design - Consultation - Implementation	AD, PEPP	June 2006 June 2008 June 2006 and subsequent years	Existing resources and TfL
Pedestrian audit of key walking trip attractors	- Identify attractors - Audit	AD, PEPP; HOH	Ongoing	Existing resources
<i>Pedestrian environment and new development</i>				
Submission of Transport Assessments for major developments to encourage walking	- Transport Assessment submitted - Evaluation of Transport Assessment - Approval	AD, PEPP	Ongoing	Existing resources
Submission of Travel Plans for major developments and other developments to encourage walking	- Travel Plan submitted - Evaluation of Travel Plan - Approval - Monitoring of Travel Plan	AD, PEPP	Ongoing	Existing resources
Walking Audit for major developments	- Walking Audit submitted - Evaluation of Walking Audit - Approval	AD, PEPP	Ongoing	Existing resources

Draft Local Implementation Plan
Chapter 5 Haringey Walking Plan

Monitoring of the Action Plan				
Analysis of road crash casualty data	• Road collision analysis • Development of casualty reduction programme	HOH; AD, PEPP	Ongoing	Existing resources
Walking to school	• School Travel Plan prepared • Surveys	HOH; AD, PEPP	Ongoing	Existing resources
Support for walking in Transport Assessments and Travel Plans	• Transport Assessment submitted • Travel Plan submitted	AD, PEPP	Ongoing	Existing resources

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5.7. Mayoral Priority Area: Encourage cycling by improving conditions for cyclists and through the use of travel demand measures

MTS Policy and/or Proposals

Proposal 4J.1: TfL will establish a Cycling Centre of Excellence that will prepare a plan to guide the development of cycling initiatives in consultation with the boroughs and cyclist user groups.

Proposal 4J.3: The Cycling Centre of Excellence (CCE) will co-ordinate the LCN in partnership with a lead London borough. A project management model similar to the London Bus Initiative will be followed, with increased support to the boroughs to ensure delivery. (Priority higher demand routes will be completed by the end of 2004, and the remaining network will be completed by 2008 to a consistent high standard.)

Proposal 4J.4: TfL will work with the London boroughs and cyclist user groups to develop extended high quality cycle routes, which will largely be based on the LCN. By early 2002 a pilot high quality route will be identified. The London-wide network will be identified by the end of 2002, with the aim of completing the extended high quality cycle routes within 10 years.

Proposal 4J.5: TfL and the London boroughs will look at the problems that cyclists encounter, particularly key accident locations, to see if these can be solved by specific junction treatment or other traffic management solutions.

Proposal 4J.6: All new major highway and transport infrastructure and traffic management schemes should be cycle audited, and TfL and all boroughs should have cycle audit procedures and include cycling in safety audit procedures.

Proposal 4J.7: TfL and the boroughs, working in partnership with rail operators, businesses and educational establishments, will provide additional secure cycle parking facilities, including at shopping centres and transport interchanges. The Mayor will also encourage the provision of these and other facilities required by cyclists at workplaces and places of education, and will expect the boroughs to require developers, wherever practicable, to: provide good cycle access to the development; install secure cycle parking; provide showers and lockers and changing facilities.

Proposal 4J.8: TfL will work with the London boroughs and the police to support effective training for children and adults for safer cycling. TfL will work with the London boroughs, the voluntary and community sectors to increase awareness of the problems caused by cycling on the footway and other offences, and will develop effective measures for addressing them.

Performance Indicators/Targets

TfL and the Boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2011. The target applies at the London-wide level.

The Council has developed a Cycling Action Plan that includes a series of actions to support the London-wide target. The Action Plan forms Appendix 2 at the end of this section.

STATEMENT OF COMMITMENT TO THE LONDON CYCLE NETWORK (LCN+)

The Mayor's vision is to make London a city where people of all ages, abilities and cultures have the incentive, confidence and facilities to cycle whenever it suits them. Cycling is integral to the Mayor's vision to develop London as an exemplary sustainable world city.

Policy Context

The Mayor's Transport Strategy (MTS) includes a commitment to prepare a plan to guide the development of cycling initiatives. To meet this commitment Transport for London published the London Cycling Action Plan (LCAP) in February 2004. LCAP includes a target increase in cycling of at least 80% by 2010, and 200% by 2020 when compared to year 2000 levels.

LCAP sets out a balanced package of measures that will help achieve the Mayor's vision and deliver all the economic, social and environmental benefits of an increase in cycling.

Objective 1 in LCAP is to complete the delivery of the London Cycle Network+ (LCN+) by 2009/10. This is to be a 900 Km long network of strategic routes that will provide cyclists with fast, safe and comfortable conditions.

This authority is committed to the implementation of LCN+ network links numbered 78,79,80,81,82,83,84 and 85 on land under its control (as shown on the attached map in Fig 5.7.1) We confirm that these routes and sites are safeguarded, to give protection against contrary proposals.

Additionally this authority commits to working with TfL's Lead Borough (London Borough of Camden, LBC) and TfL and other stakeholders to achieve this.

The Traffic Management Act imposes a network management duty on all local traffic authorities to secure the expeditious movement of traffic (including pedestrians and cyclists) on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks.

In fulfilment of its responsibility to deliver LCN+ schemes, this authority is committed to securing the expeditious movement of traffic (including pedestrians and cyclists), and will ensure a balance of network capacity and safety for all modes. Given that cyclists are particularly vulnerable road users, this borough undertakes to pay particular attention to accommodating their needs through sites where works are taking place.

LCN+ Programme

LCN+ is programmed to be substantially complete by 2009/10.

The table below is an outline programme to deliver the LCN + network over the period 2005/6 to 2009/10.

Link Number and Scheme	CRISP Study (yr)	Works commence (yr)	Works Complete (yr)
79 Station Road by Wood Green Common – non-signalised crossing	2006/7	2005/6	2005/6
79 Wood Green Common – widening of footpath across Common	2006/7	2005/6	2005/6
83 Green Lanes – schemes to be developed following CRISP	2004/5	2005/6	2007/8
84 Tottenham High Road – schemes to be developed following CRISP	2004/5	2005/6	2007/8
79 Links to toucan crossings at Wood Green High and Mayes Road	2006/7	2005/6	2005/6
79 Tottenham High Road – crossing by St Loys Road	2006/7	2005/6	2005/6
81 St Michaels Terrace – contra-flow cycle lane	2006/7	2005/6	2005/6
79 Chesnut Road – contra-flow cycle lane	2006/7	2006/7	2006/7
78 CRISP	2006/7	2007/8	2008/9
79 CRISP	2006/7	2007/8	2008/9
81 CRISP	2006/7	2007/8	2009/10
82 CRISP	2006/7	2007/8	2009/10
85 CRISP	2006/7	2007/8	2009/10
80 CRISP	2007/8	2008/9	2009/10

Process

The LCN+ programme for the London Borough of Haringey will be developed with our officers and the LCN+ team at LBC.

In order to ensure that the LCN+ network requirements are to be met, the individual scheme proposals will be initiated through the Cycle Route Implementation Stakeholder Plan (CRISP) process. This is a feasibility assessment on an LCN+ link that is intended to support this borough in scheme planning, programming, design and implementation by engaging stakeholders at an early stage. Using information gathered on existing conditions, opportunities and constraints, the CRISP assessments will recommend strategic solutions on each link. This borough is committed to use the CRISP process.

Additionally, this borough is committed to ensuring that schemes are designed in accordance with the TfL's London Cycling Design Standards (LCDS).

In pursuance of this commitment, this borough will send scheme design proposals to TfL's Lead Borough (LBC) for checking using the 'LCN+ Design Check Procedure'.

All the links within the LCN+ network will have been subject to a CRISP assessment by 2007/8.

This borough commits to using existing and new processes that may be developed to support the delivery of this programme, including for example: the Monthly Monitoring (MM) reporting forms and the variation pro-forma, for network and scheme change control.

This borough commits to using road safety audit procedures on cycling schemes.

Monitoring and Performance

Delivery of LCN+ by 2009/10 is a key task in LCAP as a contributor to the achievement of the LCAP objective of an 80% increase in cycling in London.

Progress on the LCN+ programme will be measured by:

- the number of CRISP assessments completed,
- schemes designed and ready for implementation,
- additional route length delivered.

A method for measuring additional route length (based on measures of level of service) is being developed by TfL

The above is reported through the LCN+ Annual Report produced for TfL by LB Camden.

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Chapter 5 LIP Proposals: Cycling

Another action arising from LCAP is the need to support highway authorities to maintain cycling routes and facilities to give confidence and demonstrate the long term commitment of TfL. A pilot asset management initiative was undertaken in 2004/05 and this will be reviewed and developed further in 2005/06.

Schemes for 2005/6

5.7.1. Support has been received for the following LCN plus and local cycle schemes for 2005/6.

Table 5.7.1 2005/06 LCN Plus and Local Cycle Schemes		
Transport area	Scheme	Funding £K
LCN plus	Station Road by Wood Green Common – non-signalised cycle crossing	30
LCN plus	Wood Green Common – widening of footway across Common	30
LCN plus	Green Lanes – schemes to be developed following CRISP study	50
LCN plus	Tottenham High Road – schemes to be developed following CRISP study	50
LCN plus	Gladstone Mews and Caxton Road links to Mayes Road and Wood Green High Road toucan crossings	30
LCN plus	Tottenham High Road/St Loys Road – cycle crossing	115,
LCN plus	St Michaels Terrace between Buckingham Road and Avenue Gardens – contra-flow cycle lane	20
Total		325

Schemes for 2006/7 – 2010/11

5.7.2. The development of schemes for the LCN plus is informed by the CRISP [Cycle Route Implementation and Stakeholder Plan] process. The programme for CRISP studies and associated funding estimates is shown below.

Table 5.7.2 Programme for 2006/7

Scheme	Funding estimate £K
Green Lanes [link 83]	100
Tottenham High Road corridor [link 84]	100
CRISP link 78 [Finsbury Park to Enfield bdy]	20
CRISP link 82 [Islington bdy to Park Road]	10
CRISP link 81 [Highgate to Alexandra Palace]	10
CRISP link 79 [Wood Green to Waltham Forest bdy]	10
Chesnut Road contra-flow cycle lane [link 79]	5
CRISP link 85 [Islington bdy to Tottenham Hale]	10
Total	285

Table 5.7.3 Programme for 2007/8

Scheme	Funding estimate £K
Green Lanes [link 83]	100,
Tottenham High Road corridor [link 84]	100
Works to link 78	100,
Works to link 79	100,
CRISP link 80 [Barnet bdy to Camden bdy]	10,
Total	410

Table 5.7.4 Programme for 2008/9

Scheme	Funding estimate
Works to link 81	100,
Works to link 82	100
Works to link 85	100
Works to link 80	100
Total	400

Table 5.7.5 Programme for 2009/10

Scheme	Funding estimate £K
Works to links in Haringey	300

Local Cycle Network

- 5.7.3. The development of local cycle network schemes has been informed by a consultants study. The level of cycle accidents has been used to prioritise this programme.
- 5.7.4. The three year accident statistics (2001-2004) show that 206 accidents involving cyclists were recorded during that period. The total number of accidents within Haringey during the 3 year period is 3,545 showing that cycling accidents account for approximately 6% of all accidents within the Borough.

Figure 5.7.1 shows the locations of cycling accidents along with 13 highlighted areas where cycling accidents are considered particularly high.

Area	Total accidents	Cycle accidents	Proportion of cycling accidents
<i>Haringey</i>	3545	206	6%
1	18	3	17%
2	35	8	23%
3	4	3	75%
4	59	17	29%
5	73	15	21%
6	15	45	27%
7	37	3	8%
8	23	5	22%
9	23	8	35%
10	38	7	18%
11	65	11	17%
12a	259	28	11%
12b	64	10	16%

5.7.5. Some of these locations are on the TLRN or are not on the designated London Cycle Network. The following table provides a priority for addressing cycle accidents and development of the cycle network.

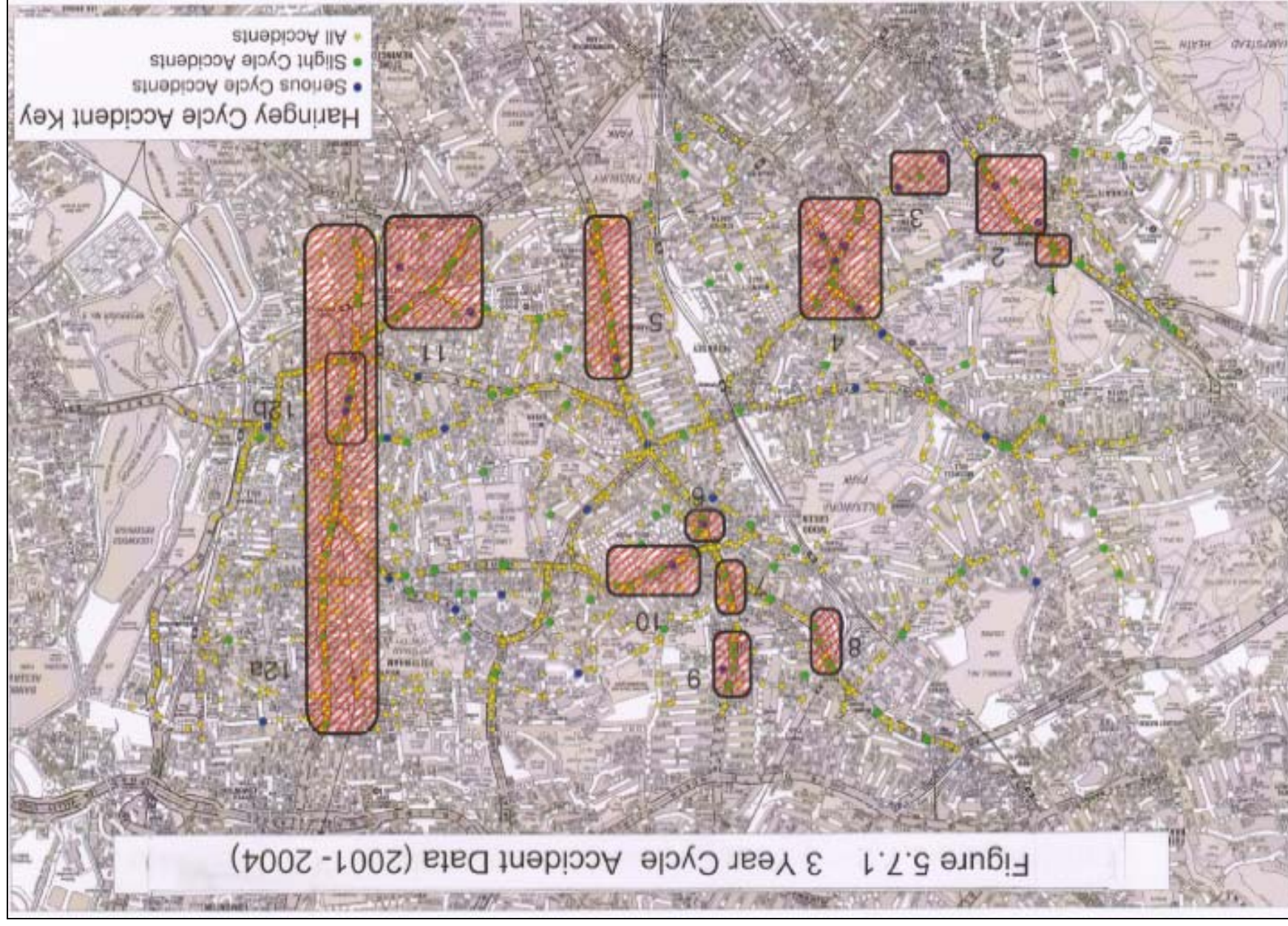
Draft Local Implementation Plan
Chapter 5 LIP Proposals: Cycling

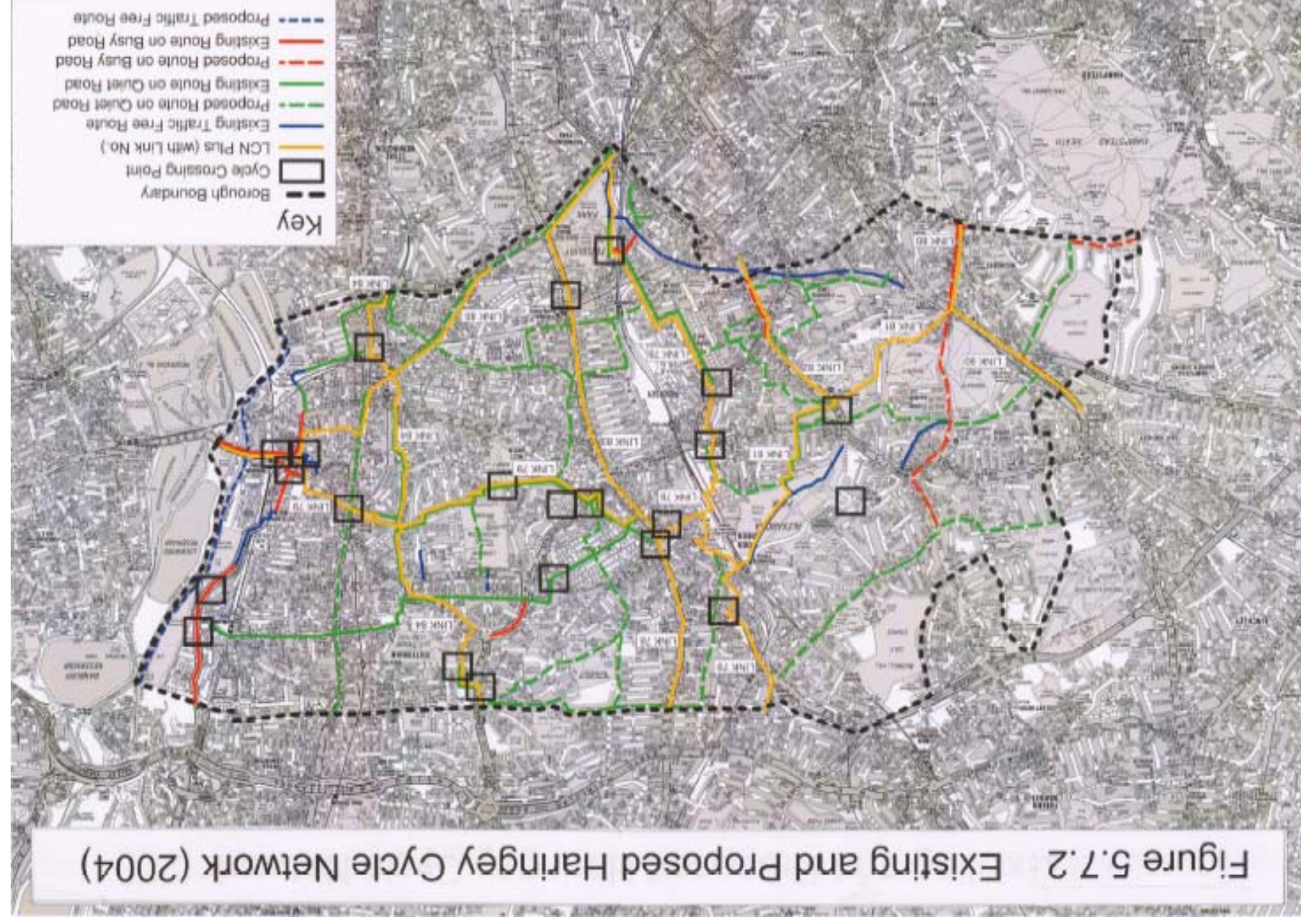
Rank	Area	Total accidents	Cycle accidents	Proportion of cycling accidents
1	9	23	8	35%
2	4	59	17	29%
3	6	15	45	27%
4	8	23	5	22%
5	5	73	15	21%
6	7	37	3	8%
7	3	4	3	75%
8	10	38	7	18%

5.7.6. Most of the above locations for concentrations for cycle accidents are located on existing or planned LCN Plus routes. Measures will be introduced on these routes to reduce cycle accidents.

5.7.7. The development of the local cycle network is focused on the Borough's town centres and other attractors such as rail stations, leisure facilities and health centres. Figure 5.7.2 shows the routes to be progressed. The table below gives a broad programme and indicative funding levels.

Area	Costs £K			
	2005/06	2006/7	2007/8	2008/9
Tottenham Town Centre /Seven Sisters		250		
Green Lanes Town Centre/Finsbury Park			250	
Wood Green Town Centre			250	
Crouch End Town Centre				250
Muswell Hill Town Centre/Highgate				250
Cycle Parking	20	20	20	20
Cycle Training	60	75	75	75
Total	80	345	345	595





CYCLING ACTION PLAN

Introduction

Countless studies in London have revealed that, over short distances at least, the pedal cycle in all its forms is capable of being the fastest, most inexpensive, most reliable and most beneficial form of wheeled transport.

- 1 The pedal cycle is eminently suitable for local trips, a third of which are under a mile long, and 85% of which are less than five miles in length. Cycling, together with other measures such as travel plans, traffic restraint and initiatives to encourage more walking are crucial to reducing congestion, improving the environment and promoting social inclusion and better health.
- 2 London is becoming a cycling city. Following the introduction of the Congestion Charge in 2003, the number of people cycling into the charging zone has increased by a third or more, depending on counting regimes. The business community now recognises that, when compared with cars, taxis and public transport, the pedal cycle provides the most reliable and stress-free form of commuter transport.
- 3 The benefits of encouraging more cycling are clear:

Health: According to the Health Survey for England, 60% of men and 70% of women are not active enough to benefit their health. The impact of this is a rising obesity epidemic, leading to shorter lifespans, additional sick days, lower productivity, costs to the NHS estimated at £1.5bn per year and costs to the economy amounting to some £22bn per year.

Research suggests that regular cycling can produce a number of impressive health gains, including protection against coronary heart disease, stroke, type 2 diabetes, colon cancer, stress, high blood pressure and obesity. On average, people who cycle 20 miles or more a week experience the health of people ten years younger. New cyclists covering short distances can reduce their risk of death (mainly due to the reduction of heart disease) by up to 22 per cent.

A Department for Transport survey of motorists who had changed to cycling for some of their short journeys found that over a third had done so to improve their fitness, compared to eight per cent to help the environment and 2% to reduce congestion. Cycling can provide both a realistic alternative to the car and public transport for short journeys and an excellent form of exercise that is very inexpensive and can be incorporated into daily routines.

Improved air quality: It has been estimated that up to 24,000 people die prematurely each year, and similar numbers are admitted to hospital due to exposure to high levels of air pollution. Cycling is an almost pollution-free, environmentally sustainable mode of transport: a

tenfold increase in cycling would result in a reduction of individual pollutants of several million tonnes each year.

It is often assumed that cyclists are exposed to higher levels of pollution than motor vehicle occupants are. In fact, car drivers in slow-moving traffic inhale two to three times as much pollution as pedestrians and cyclists do.

Social Inclusion: High volumes of traffic can increase the extent to which people are cut off from essential facilities including shops, employment, health facilities, parks, friends and family. A significant proportion of population, including children, the elderly, people on low incomes and disabled people do not have access to private cars for transport. Many may not be able to access or afford to use public transport regularly.

Even though cycling is a low-cost and widely available form of transport, Londoners with lower incomes actually cycle only about half as much as higher income groups. In addition, cycling in London is half as popular among women as it is among men. The London Cycling Action Plan suggests that possible barriers to cycling among lower income groups include the cost of cycles, lack of storage space and lack of security at home.

The pedal cycle offers the opportunity to fill a transport gap by providing inexpensive and accessible transport for a wider spectrum of the population, including those on low incomes and people with disabilities. For example, London Cycling Campaign's All Abilities Cycling Group demonstrates clearly that disabled people can benefit from the fitness, inclusion and independence that cycling can bring.

At the same time, promoting cycling as part of a package of policies for sustainable transport, can achieve reductions in noise pollution and community severance from heavy flows of traffic and greater independence for children through, for example, safer routes to school and home zones.

Economic Benefits: In London, commuters make roughly half of all cycled trips. Employers benefit if their employees cycle to work: advantages include higher productivity, higher loyalty and fewer days off sick. As a result, cycling is now a central feature of travel plans – a good quality cyclists' network is an essential prerequisite to changing travel behaviour and producing the benefits arising from having a cycling workforce.

According to a Chartered Management Institute survey (2004) of 4,000 of their members, cyclists are more likely to arrive at work on time, and are more productive and less prone to stress than their counterparts arriving by car or public transport. The Institute found that 58% of

cyclists say they are never disrupted by traffic, compared to only four per cent of drivers. Nine per cent of cyclists say they are stressed by their journey to work, compared to nearly 40% of drivers; almost a quarter of motorists feel their productivity is affected by the stress of their commute, compared to zero percent of the cyclists. Respondents also said that traffic conditions had led them to miss work deadlines, job interviews and quality time with their families.

Pedal cycles can offer employment opportunities in their own right. There are plenty of cycling entrepreneurs and employees earning a living as, for example, rickshaw operators, bicycle messengers, sandwich delivery riders and post-office staff. The Council currently employs a firm of cyclists for cycle training. Cyclists overcome congestion and unreliability, which otherwise act as barriers to London's economic efficiency, growth and competitiveness.

Cyclists are excellent consumers, since they need minimal parking space and purchase the same quantity of goods as motorists (EC 1999). Roughly a quarter of cycled trips in London are to shops and services. Many traditional high streets have been adversely affected by the growth of out-of-town and other car-based retail developments. By encouraging and facilitating walking and cycling, together with enhancing local centres, it may be possible to stem their decline.

Transport: An average four-mile journey in Central London can take 40 minutes in a car, 30 minutes on the Tube, an hour on the bus and just 22 minutes on a bicycle. The annual cost of running a bicycle is just £250; by comparison running a car costs £6,000 per year (from TfL Cycling Action Plan). Cycling is one of the few transport options that are relatively unaffected by congestion or overcrowding. If more people cycled – they would play a part in relieving congested transport systems and, with proper traffic management, enable road space to be reassigned to the benign modes, thus increasing safety and contributing to a better travelling environment for all.

Environment: Investment in cycling will, together with other measures such as walking, travel plans and road traffic reduction, assist the Government's objective of meeting National Air Quality Strategy objectives for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1,3- butadiene. It will also contribute to meeting the challenging targets that need to be achieved to combat global warming and avoid harmful global chain-reactions that will affect the survival and quality of life of the human species.

Crime reduction: The presence of cyclists and pedestrians on the streets can help to reduce crime by increasing 'natural surveillance'. In addition, several London police forces have now reintroduced bicycles as part of their policing strategies because they are extremely effective

at reducing crime (by over two-thirds in some cases) as well as providing a visible community presence.

Safety in numbers: Increasing the amount of cycling also increases the safety of cyclists. A research article in the British Medical Journal concludes that ‘the likelihood that a given person walking or bicycling will be struck by a motorist varies inversely with the amount of bicycling or walking’.

Government surveys show that cycle use in the UK has increased by 10% between 1993 and 2002, yet the number of reported pedal cyclist casualties has decreased by 34% over the same period. Furthermore, European cities with a higher level of cycling than London are also safer. For example in York around one in five of trips are cycled and in the peak hours cycling has increased by a third, yet over the past ten years casualties have been reduced by 30%.

Locally, there has been an 8% reduction in cyclist casualties between 1994 and 2003.

Value for Money: Compared to other modes, the cost of providing infrastructure, training and promotion for cycling is minimal, relative to the very high cost and land-take associated with accommodating demand for motorised transport. Value can be measured in terms of the savings achieved through realising the health, transport, safety and other benefits that accrue from investing in cycling. The approach adopted in this Strategy is designed to deliver an inexpensive and effective infrastructure for cycling, based on the existing Borough street network, the London Cycling Network Plus (LCN+) and community links.

Tapping the benefits

4 This action plan sets out to build upon the investment already made in the Borough to make cycling safer and more attractive, and to confirm its importance as a transport choice. It forms part of the Council's general policy of reducing traffic levels and speeds, achieving greater social inclusion and improving air quality and health.

Part 1: Context

1.1. London-wide and local policies

- **London-wide Cycling Policy:** The Mayor's Transport Strategy sets the high level framework for cycling within London. It states that, “*Transport for London and the London boroughs, in consultation with cycling groups, will undertake and support measures to make the cycling environment safer and more convenient for all users*”.

TfL's London Cycling Action Plan states the Mayor's Vision for cycling in London and sets out strategic targets, objectives and actions. These relate to the LCN+, resources, maintenance, design standards, safety, auditing, cycle parking, promotion, inclusiveness, transport, contributions from other schemes, integration and co-ordination, partnership and legislation.

- **Borough Planning Policy:** The Revised Deposit UDP (September 2004) supports the development of cycling in the Borough. Policy M3 states that:

“The Council requires that new proposals should have a design and layout that encourages walking and cycling”

This policy is supported by Supplementary Planning Guidance, which provides further details about cycle parking standards and the specification of stands.

- **Road Safety Plan:** This reflects the Council's commitment to the Road Danger Reduction Charter and sets out a series of initiatives aimed at meeting national targets for reducing the number and severity of crashes. More information about the Council's approach to road safety in relation to cycling is provided in Part 2.
- **School Travel Plans and Safer Routes to School:** The Council will continue to support the development of school travel plans by investing in developing safe routes to school and supporting measures such as local waiting / parking restrictions. The Council is currently supporting a programme of school cycle parking and school travel planning, with funding from Transport for London.
- **Local Agenda 21 Action Plan** seeks to increase the role of cycling in terms of its contribution to 'Sustainable Haringey'. Its policies seek to restrain the use of private cars and encourage cycling through the reallocation of road space.

The Council's approach to planning for cycling

- 1.2. The Council considers all the road network should be available for cyclists. There will, however, be a need to cater for less experienced or

younger cyclists who may not be confident of cycling on some of the Borough's main roads. Segregated cycle facilities would be appropriate as well as alternative routes along quieter roads.

1.3. Local screenline cycle counts reveal that the heaviest peak-hour cycle flows are generally to be found on the major arterial roads, which also happen to serve the facilities, including shops, services, employment and entertainment that cyclists wish to use. However these major arterials, particularly Tottenham High Road, Green Lanes and Seven Sisters Road, are also the locations that experience the largest number of accidents.

1.4. In this context, the Council considers it sensible to pursue the objective of assisting cyclists to integrate with traffic on all roads, including major roads that form the majority of the Cyclists' Network. Improving safety through Road Danger Reduction will provide benefits, not just for cyclists, but for all road users, since it involves a redefinition of the hierarchy of the highway to be more accommodating of all users. Cycle training is complementary to this objective, as it demonstrably increases cyclists' confidence to make safe use of the whole available network.

Categorising the Cyclists' network

1.5. The "*Cyclists' Network*" in Haringey comprises all of the Borough's roads. The network can be expanded through the provision of additional off-road links that are not adequately provided for by the road network. These 'missing' connections are known as "*Community Links*" because they are generally of most benefit to local people.

1.6. The Council will invest in infrastructure for cycling in the Borough, on the basis of the following categorisation of the cyclists' network as described below:

- **The LCN+** is the London-wide 900-kilometre formal cycle network, which is being implemented at Borough level with dedicated funding sought from Transport for London (TfL). Project management is with the London Borough of Camden, as the lead authority. Implementation of the whole network will cost in the region of £110m and will be completed by 2009/10.

The Mayor's vision for the LCN+ is a network of high-demand routes that are fast, safe, comfortable, coherent, of high quality and easy for cyclists to use. The routes will also give cyclists greater priority over other traffic.

- **Principal roads and other busy through routes** enable [more experienced] cyclists to make faster and more direct journeys. They are also most often the focus for shops and other facilities that cyclists wish to reach. The principal road network, together with busy through roads, railway lines and other linear 'barriers', form 'cell walls' around areas of

quieter streets and carry the majority of cyclists. . Principal roads experience the greatest concentration of injury accidents.

- **Quiet roads** are mainly residential in nature. They comprise ‘cells’ of lightly trafficked streets surrounded by busier roads, railways and other linear barriers that form the ‘cell walls’. The cells are increasingly designated as traffic-calmed 20mph zones or home zones, and may be suitable for less experienced cyclists. Formal routes may be signed to guide cyclists through networks of quiet routes. The signed routes often lead to dedicated crossings and other facilities that enable cyclists to cross linear barriers such as railways and busy roads, thus avoiding the need to encounter heavy traffic.
 - **Local Cycle Routes** are roads on which specific cycle facilities may be provided such as cycle crossings to assist the safe movement across busy roads or could be signed only routes with little cycle infrastructure.
 - **Community Links:** are complementary to the road network and comprise predominantly off-road cycle tracks and paths that cater for ‘missing links’ and short-cuts, making cycling quicker and more convenient than other modes. Some community links may be very short, for example cycle gaps or exemptions from regulations such as one-way streets, or longer, for example forming part of the National Cycle Network. These links may also perform a leisure role, for example by providing ‘green links’ across and between public open spaces or along canal towpaths. Such links may not be available 24 hours a day – for example park gates may be closed at dusk.
 - **Cycle Parking** forms an integral part of the cyclists’ network, because cyclists need to be able to park securely at the ends of their journeys. The London Cycling Action Plan states that a variety of cycle parking solutions are required in order to meet the different convenience and security needs of cyclists. For example, short-term ‘Sheffield’ type parking should be provided along shopping streets, while more sophisticated medium-to-long stay parking solutions are needed for locations at which cyclists are likely to remain for longer periods, such as at home or at educational establishments.
- The Council requires covered cycle parking to be provided as part of new development, in accordance with parking standards in its Supplementary Planning Guidance.

Part 2: Aim, Objectives and Targets – Mechanisms for delivery of the Action Plan

2.1 Overall aim

- Overall Aim **The Council's aim is to maximise the role of cycling in Haringey within an overall framework of road danger and traffic reduction, and sustainable development.**

2.2 Infrastructure

- Objective 1 **The Council will develop infrastructure for cycling to a high standard of planning, design and implementation, in particular to assist cyclists to integrate with traffic through measures such as speed reduction and improved traffic management.**

2.3 Reflecting the advice contained in *Cycle Friendly Infrastructure* (DoT 1996) and *Planning and design for Walking and Cycling – Consultation Draft* (DfT April 2004) the Council will invest in infrastructure for cyclists on the basis of the following hierarchy of solutions:

- **Traffic reduction** – can traffic volumes be reduced sufficiently to achieve the desired improvements in attractiveness and safety. Can heavy lorries be restricted or diverted?
- **Traffic calming** – Can speeds be reduced and driver behaviour modified to achieve the desired improvements?
- **Junction treatment and traffic management** – Can the problems that cyclists encounter, particularly at accident locations, be solved by specific junction treatment or other traffic management solutions such as contra-flow cycle lanes?
- **Reallocation of road space** – Can the carriageway be reallocated to give more space to cyclists, perhaps in conjunction with buses?
- **Cycle lanes and cycle tracks** – Having considered and, where possible, implemented the above, what specific cycle lanes or cycle tracks are now necessary?

2.4 The Council will ensure careful attention to the design and implementation of infrastructure for all cyclists including those with disabilities. On the basis of the categorisation of the cyclists' network described in Part 1, this strategy defines a framework for continued investment, as follows:

- **Plain Links:** The majority of the cyclists' network comprises plain links (principal roads and quiet streets), on which there are few or no specific cycling measures existing or planned. When considering options for

improving conditions for cyclists, the Council will consider ways of assisting them to integrate with traffic within the broader context of reducing road danger. Appropriate measures include traffic speed and volume reduction, improved traffic management, wider bus lanes (4m wherever possible) and the careful application of cycle lanes and other features where necessary to facilitate manoeuvres such as right-turns or to cross busy roads. The Council will not normally invest in fully segregated facilities adjacent to the carriageway. However, it is appropriate for priority to be given to cyclists at road junctions where feasible and at traffic signal controlled junctions where advance stop lines and lanes can be valuable in improving cycle safety and priority.

- **Cycle lanes, tracks and paths:** Considerable investment has been made in cycle lanes, tracks and paths. On the LCN+ they provide continuity for the defined routes; on other parts of the network they form predominantly off-road community links that complete missing connections in the road network.

Cycle paths and tracks are complementary to the cyclists' network, and the Council will invest in them if they can achieve clear and demonstrable network and community benefits, for example, providing safe routes to stations avoiding busy roads.

The Council will also ensure that opportunities are taken to provide cycle gaps, contraflows and other exemptions to general traffic regulations where they can be safely applied. Stakeholders are encouraged to identify and report potential opportunities for investigation.

Such facilities are termed in this Action Plan as 'Community Links', to demonstrate their local function.

- **Formal routes for cyclists:** From the mid-1990s, the London Cycle Network established a network of formal routes throughout the Borough. These routes are useful to less experienced cyclists in particular, because they make it easier for them to navigate through and between the 'cells' of quiet streets. The routes also connect with cycle-specific facilities, such as cycle tracks and paths and toucan crossings. Other formal routes are specifically designed for leisure cyclists, and may follow linear features such as canal towpaths and link 'strings' of open space. In principle, formal routes should be continuous, fast, safe, comfortable and easy to use.

The Council will continue to maintain and invest in improvements to the LCN+, as well as implementing local cycle routes to link with local town centres, rail stations and other attractors. However this action plan recognises that the whole of the Borough's road network is available to cyclists and investment will be planned on this basis. The LCN+ has a separate stream of funding and design guidance. The Council will prioritise investment on parts of the LCN+ that are subject to the highest demand and suffer the highest incidence of personal injury collisions. We will also

prioritise the completion of short 'missing links' in the network in order to aid its completion.

- **Cycling and Public Transport:** Cycles can be carried free of charge on most rail services and certain Underground lines in the Borough outside of peak hours. The exceptions are the Stansted Express, the Finsbury Park to Moorgate line and the tunnel sections of the Piccadilly, Victoria and Northern Lines.

Providing for cyclists at stations can increase their catchment area. If it is assumed that people will travel for up to 10 minutes to a station then the area within the catchment increases from 2km² on foot, to around 19km² by pedal cycle. Thus, the typical catchment population for a Haringey station increases from 13,000 to 120,000. The potential for cycle-based park and ride is therefore considerable, particularly for stations with higher frequency train services.

The average distance currently travelled to stations by car and cycle are under 5km, demonstrating that there is scope for increasing cycle trips. Most drivers cite perceptions of road danger and lack of secure parking as reasons for not cycling. 73% of cycles used for trips to the station are taken on-board the train, so that the cycled journey can be continued from the destination station.

According to the London Cycling Action Plan, some 25% of rail commuters say that it would be advantageous for them if cycle parking could be improved to allow them to cycle from home to their local station, where they could confidently leave their cycles parked all day.

The Council will continue to work with rail-based public transport operators to improve cycle parking facilities at stations and to maintain and expand current capacity for cycle carriage on trains.

The Council will support other initiatives to improve interface between cycling and public transport use, for example through the provision of secure cycle parking at major interchanges, and additional 'Sheffield' stands at other public transport stops.

We will also seek to provide safer links to stations, particularly where this will increase the likelihood that cycling becomes a first-choice mode of transport for travel to them as part of multi-modal trips.

- **Cycle Parking:** The Council will seek to ensure that an adequate supply of cycle parking is provided across the Borough:
 - *Street cycle parking:* The Council is committed to its ongoing programme of providing comprehensive street cycle parking across the Borough, using Sheffield stands featuring tapping rails as standard. Cycle parking provided as part of town centre regeneration schemes

may be of a different appearance, to be consistent with the overall desired 'look' of the streetscape of the area, however it must generally conform with the design characteristics of Sheffield stands.

- 'Long-term' *cycle parking*, for example in the form of lockers and supervised parking and workshop facilities, may be provided at locations such as public transport nodes and rail stations and on local authority and housing association housing estates where access to flats with cycles is difficult.
- *Cycle parking at schools and workplaces* will be sought as part of travel plans. According to London Cycling Campaign, 24% of employees say they would travel to work if adequate cycle parking were in place.
- *Minimum Cycle Parking Standards*: The Council requires the provision of a minimum number of cycle parking spaces for new development. Cycle Parking Standards are given at the end of this strategy.

- **Maintenance and improvement:** Failure to maintain and improve facilities is counterproductive to the purpose of investment in the first place. The Council undertakes general network maintenance: additional funding may be required specifically for cycle facilities including infrastructure and cycle parking.

Street cleansing is crucial to preventing punctures and to maintaining the attractiveness of the cyclists' network. The Council's cleansing team is able to extend its regular cleansing regime to include cycle tracks and paths at an annual cost per metre, subject to the availability of resources.

- **Monitoring:** TfL requires regular ongoing appraisal of the use of facilities that have been implemented. The Council will undertake surveys to measure satisfaction with infrastructure and will monitor the usage of completed schemes.

Road Danger Reduction

2.5 Perceptions surrounding traffic conditions, fear of accidents and unsuitable road design are key issues affecting people's propensity to cycle. In the Introduction, we showed that the chance of an individual cyclist being struck by a motorist varies inversely with the amount of walking and cycling, and that locally, the number of collisions involving cyclists has decreased over ten years from 1993-2003.

2.6 We conclude from this that actively promoting an increase in cycling will help us to meet headline targets for *reducing* the number of collisions involving cyclists, particularly those resulting in serious injury or death (KSI).

2.7 The Cycling Action Plan seeks to contribute to meeting the national target of reducing the number of people killed or seriously injured (KSI) in road collisions by 40 per cent, and the number of children killed or seriously injured by 50% by 2010. This compares with the average for 1994-1998.

2.8 A genuine reduction in road danger at source is a central part of the overall aim of increasing the amount of cycling in the Borough and reducing the number of injury accidents. The Council has adopted as policy the Road Danger Reduction Charter, which seeks to reduce and eliminate road hazards at source. The charter is set out as follows; the Council will:

- 1. Seek a genuine reduction in danger for all road users by identifying and controlling the principal sources of threat;*
- 2. Find new measures to define the level of danger on our roads. These will more accurately monitor the use of and threat to benign modes;*
- 3. Discourage the unnecessary use of private motor transport where alternative benign modes or public transport are equally or more viable;*
- 4. Pursue a [balanced] transport strategy for environmentally friendly sustainable travel based on developing efficient, integrated public transport systems. This would recognise that current levels of motor traffic should not be increased;*
- 5. Actively promote walking and cycling, which pose little threat to other road users, by taking positive and co-ordinated action to increase the safety and mobility of these benign modes; and*
- 6. Promote the adoption of this Charter as the basis of both national and international transport policy.*

2.9 The road danger reduction objective is as follows:

- **Objective 2 The Council will seek a reduction in road danger for cyclists by identifying and controlling the principal sources of threat.**

2.10 A number of schemes that meet this objective are already being introduced within the Borough, including 20mph zones, Safer Routes to Stations / Schools, local safety schemes, Streets for People (home zones) and town centre schemes with increased pedestrian priority.

2.11 In relation to all highway infrastructure including cycling-specific infrastructure, the Council will appraise schemes on the basis of their contribution to road danger reduction objectives, particularly where they are designed to enable cyclists to safely integrate with traffic and where cycle tracks and paths meet traffic and pedestrian flows.

2.12 The design and positioning of cycle parking and off-road cycle links will have regard to the needs of partially sighted pedestrians and the likelihood of interference with footway continuity and desire lines.

Training

2.13 The Council continues to invest in providing free cycle training in the Borough for children and adults to established National standards, with emphasis placed upon assisting cyclists to safely integrate with traffic on the Borough's road network. This investment will continue to meet the following objective:

- **Objective 3 The Council will pursue the objective of road danger reduction through investment in appropriate road-based cycle training to the National Standard, for children, adults and people with disabilities.**

2.14 Mobile 'Dr. Bike' sessions and regular workshops such as that provided by Haringey Cycling Campaign provide an opportunity for local people to benefit from basic training and access to free or low-cost basic cycle maintenance. The Council will support these initiatives, which are often provided as part of wider publicity initiatives in support of cycling.

Promoting cycling

2.15 The development of the cyclists' network, including roads, the LCN+, community links, signed quiet / advisory routes and provision of complementary infrastructure including cycle parking and high quality training will make a considerable contribution to increasing the attractiveness of cycling.

2.16 Marketing initiatives and campaigns are complementary to investment in infrastructure and will improve the value for money offered by that investment.

- **Objective 4 The Council will support Transport for London's (TfL) role in promoting cycling, for example by distributing leaflets and maps.**

2.17 The Council will:

- Emphasise the importance and benefits of cycling in its Cycling Action Plan and through the distribution of publicity on behalf of TfL, and will seek to raise political and public support for cycling through its promotional and media activities.
- Support or facilitate promotional events organised by local cycling groups. These include, for example Bike Week and Finfest, which provide opportunities for the distribution of information and the

- promotion of cycling within the Borough. Use events to generate community involvement in developing the cycling network.
- Support the development of the Council's own travel plan and associated promotional activities that encourage people to cycle to and from work and for business journeys.

2.19 Planning and Cycling

- Objective 5 **Through its policies in the Unitary Development Plan, the Council will ensure that new development is cycle-friendly, and that where required, travel plans include cycling as a key alternative to the car and public transport.**

Working in Partnership

2.20 This Action Plan reflects a number of other Action Plans and Strategies including the UDP. Its implementation will be carried out in consultation with stakeholders and in partnership with local cycling groups.

2.21 In particular, the Council will continue to consult with cyclists at the Cycling Liaison Group, held every three months, and will continue to contribute to the work of the Borough Cycling Officers' Group, LCN+ lead authority and Cycling Centre of Excellence.

Part 3: Targets and Actions

3.1 This Strategy is about doing. The preceding text sets out the Council's commitment to a series of aims, objectives and principles with a framework for their implementation across the Borough. The London Cycling Plan states that targets should be 'smart', ie:

- Specific
- Measurable
- Attainable
- Realistic
- Targeted

3.2 The targets and actions are designed to be both challenging and achievable. They are a tool for the measuring progress and ongoing success of implemented schemes and are divided into groups that relate to the activity needed to meet the aims and objectives.

Draft Local Implementation Plan

Chapter 5 Cycling Action Plan

PROGRAMME FOR IMPLEMENTING HARINGEY CYCLING ACTION PLAN

OBJECTIVE		RESPONSIBILITY OF			
Overall Aim: To maximise the role of cycling within an overall framework of road danger, traffic reduction and sustainable development		AD, PEPP			
TARGETS AND PERFORMANCE MEASURES		TIMESCALE			
• Produce a draft Cycling Action Plan for consultation		June 2004			
• Finalise Cycling Action Plan		September 2005			
• Contribute to Achieving an 80% increase in cycling levels by 2010 and a 200% increase by 2020 (London-wide)		2010 and 2020			
• Implementation of Plan to contribute to reducing total number of KSI road casualties from 180 (2002) to 145		March 2006			
ACTIVITIES TO BE UNDERTAKEN					
Headings in <i>italics</i> relate to the Aim and Objectives in the Action Plan main text.					
Actions	Milestones	By Whom?	When?	Resources	
Develop and implement Borough Cycling Action Plan	- Draft to be produced - Consultation and adoption as part of LIP process - Implementation - Annual review	AD, PEPP	June 2004 Sept 2005	Existing budgets	
Infrastructure					
Implementation of London Cycling Network+ in Haringey	- Scheme development - BSP Bid - Detailed design - Consultation - Implementation	AD,PEPP	2009/10	TfL (Lead Borough: Camden)	
Implementation of local cycle network to the high standard of planning, design and implementation required for the LCN+.	- Audit and maintenance of existing facilities - Identification of potential network improvements and Community (off-road) Links including links to rail stations and other key destinations - BSP bids - Feasibility Studies - Detailed Design - Consultation - Implementation - Monitoring - Maintenance and improvement	AD, PEPP	Ongoing	Highway Maintenance funds	
		AD, PEPP	Substantive completion of Cyclists' Network by 2011.	TfL / Alternative funds including SRB, European funds, developer contributions.	
Work with rail operators to improve cycle parking facilities at stations and maintain / expand capacity for carriage of cycles on trains	- Establish dialogue with rail operators - Negotiate infrastructure (including cycle parking) provision as	AD, PEPP		TfL / Rail operators	

Draft Local Implementation Plan

Chapter 5 Cycling Action Plan

Provision of appropriately designed cycle parking to according to length of stay and security requirements	• Identification of cycle parking locations • Identification of appropriate design specification to meet requirements • Installation • Monitoring	AD, PEPP	2006	TfL, SRB, European funding, developer contributions
Maintenance of facilities: the council will maintain cycle tracks and paths through regular cleansing and sweeping	• Sweeping • Cleansing	Waste Management	As appropriate	Developer funding through application of Parking standards to new development
Monitoring user satisfaction with and use of infrastructure	• Sample surveys for non-LCN+ schemes • Performance Indicators	AD, PEPP	As appropriate	Identified budgets
Road Danger Reduction:				
• Appraisal of all highway schemes including cycle-specific schemes to assess their contribution to road danger reduction objectives through high quality planning, design and implementation • Safety Audits to take into account road danger reduction principles	• Cycle audit of new highway schemes	HoH; AD, PEPP	Ongoing	Existing budgets
• Appraisal of off-road cycle tracks and paths and cycle parking to ensure that hazards are not present that would be a danger to pedestrians and partially-sighted pedestrians. • Safety Audits to take into account road danger reduction principles	• Pedestrian audit of all new cycle schemes provided off-road	HoH; AD, PEPP	Ongoing	Existing budgets
Implement measures to reduce road danger	• Local safety schemes • 20mph zones • Safer Routes to schools • Home Zones • Town Centre schemes	HoH; AD, PEPP	Ongoing	BSP and other ad-hoc funding
Training.				
Provide free cycle training for adults and children to National standards	• Annual tender • Appointment of cycle training organisation • Implementation • Monitoring of satisfaction and degree	AD, PEPP	Ongoing	TfL, SRB, European funding

Draft Local Implementation Plan Chapter 5 Cycling Action Plan

	of increased cycling activity			
Promotion and Marketing				
Promotion of cycling	- Distribution of maps and other literature - Emphasise the importance of cycling in Cycling Action Plan and raise political support for cycling - Facilitate or support promotional events organised by local cycling groups - Support development of Council's own travel plan	AD, PEPP	Ongoing	Existing budgets / TfL publicity materials
Working in Partnership				
Working in Partnership	Regular meetings with Haringey Cycling Campaign	AD, PEPP	Quarterly meetings	Existing budgets

Draft Local Implementation Plan Chapter 5 Local Implementation Plan Proposals

Type of Land Use	No. of Spaces (minimum)
A1 – Shops - Food - Non-food	1 space per 150 sqm 1 space per 350 sqm
A3 – Food and Drink - Take-away/restaurant - Public house/wine bar	1 space per 10 seats or part thereof 1 space per 20 sqm licensed floor space
B1/A2 – Business/financial and professional services	Up to 400 sqm - 2 spaces Over 400 sqm - 1 space per 200 sqm or part thereof
B2-B7 – Industrial and B8 – Storage & Distribution	Up to 700 sqm - 2 spaces Over 700 sqm - 1 space per 350 sqm or part thereof
C1 – Hotels and hostels	Hotels - Parking for hotel guests is not normally required but 1 space per 10 members of staff should be provided Hostels- 1 space per 7 students in students hostels; 1 space per 10 bedrooms for other hostels
C2 – Residential institutions	For hospitals, 1 space per 40 beds for visitors plus 1 space per 10 members of staff
C3 – Dwelling houses	Space should be provided within blocks of flats to allow cycles to be safely stored undercover
D1 – Non-residential institutions - Doctors and dental surgeries, health centres and clinics - Further education colleges - Primary schools - Secondary schools - Museums, galleries, libraries, public halls & exhibition halls - Places of worship	1 space per practitioner 1 space per 10 students 1 space per 10 staff 1 space per 10 staff plus 1 space per 10 students To be individually assessed 1 space per 20 seats
D2 – Assembly and Leisure	1 space per 10 staff plus 1 space per 10 seats

5.8. Mayoral Priority Area: Bringing transport infrastructure to a state of good repair

MTS Policy and/or Proposal

Proposal 4G.25: As the first stage in a new approach to street maintenance, Transport for London and the London boroughs will each produce a three-year priority street maintenance plan to cover bridges and principal carriageways reflecting the objectives of the Transport Strategy and available resources. (First plans to be produced by April 2002.)

Proposal 4G.26: TfL will work with the London boroughs to develop a long term approach to the funding and management of all aspects of street maintenance throughout London.

Performance Indicators/Targets

TfL and boroughs are to bring all A roads and Busy Bus Routes up to a serviceable standard – that is a UK PMS score of 70 or below – by 2010. The target applies at both London-wide and at individual borough level.

Schemes for 2005/6 – 2010/11

Road Maintenance

5.8.1. The Street Maintenance Plan for the Borough's road network, excluding the Transport for London Road Network (TLRN), is based upon the ROAD2000 condition assessment programme which is undertaken by London Borough of Hammersmith and Fulham on behalf of the Boroughs. The information from this assessment is supplemented by additional condition surveys undertaken by the Council on the remaining parts of the Borough's road network including B and C classified roads which may form part of the Busy Bus Route network. Copies of the ROAD2000 survey and the Borough's additional surveys are shown at the end of this section.

5.8.2. In order to bring all Principal A Roads and Busy Bus Routes to a serviceable standard, a UKPMS score of 70 or below is required. Many of the Borough's Principal roads fall below this standard, and on this basis, require maintenance. The sections of Principal roads requiring maintenance is shown on the ROAD2000 survey plan at the end of this section.

Bridges

5.8.3. The condition of the existing bridges in the Borough is assessed through Bridge Inspections. A copy of the Borough's proposed Highway Structures Inspection Programme 2004-05 (8 year programme from 1999/2000) is contained in Appendix 3 of this section. This details the type of inspection required (or completed) to 2006-07 and also details the load bearing capacity of the structure and dates when strengthening works were carried out. The programme indicates that from the current year 2004/05 to 2006/07, the majority of planned inspections will be Superficial Inspections, with some General and Principal Inspections to the more significant structures. In addition, three structures are shown to require load assessment checks to be carried out. However, the Borough has carried out two of these this year, and has identified one further assessment to undertake.

5.8.4. Strengthening works to bring all the Borough's structures to the 40T vehicle loading requirements is almost complete. Two structures remain to be assessed Muswell Hill Road over Subway (No. 98) and Springfield Avenue Retaining Wall (127), which will determine whether strengthening works are required. Strengthening works to Turnpike Lane over New River (No.36) are programmed from January 2005.

Road Maintenance Programme

The criteria used to prioritise the programme of highway maintenance works is as follows:

- Borough Principal Road Network roads and footways which form part of the Busy Bus Route network with UKPMS > 70
- All other BPRN roads with UKPMS > 70
- Local Distributor (B and C Category) roads and footways which form part of the Busy Bus Route network where condition survey identifies treatment
- All other Local Distributor (B and C Category) roads where condition survey identifies treatment
- Footways to other BPRN roads with UKPMS > 70
- Footways to all Local Distributor (B and C Category) roads where condition survey identifies treatment
- Town centre areas, school sites and other amenity areas requiring treatment
- Unclassified roads and footways where condition survey identifies treatment

Bridges Programme

5.8.5. The criteria used to prioritise the programme of highway structure maintenance works is as follows:

- Maintenance works required to all the Borough’s structures where there is a significant safety risk
- Strengthening works on all the Borough’s structures for 40T vehicle loading capacity
- Maintenance works required to all the Borough’s structures where there is a moderate safety risk
- Maintenance works required to all the Borough’s structures where there is a minimal safety risk.

The road maintenance and bridges programmes are shown in Tables 5.8.1 and 5.8.5 below.

Programme for Non-Principal Roads

5.8.6. The Council agreed an investment programme in borough roads of £1m each year for between 2004/5 to 2006/7. This is to enable us to improve our performance on CPA performance indicators on road condition. In 2004/05, this £1m has enabled 33% of non-principal classified road in the borough in need of urgent repair to be resurfaced.

5.8.7. In 2005/6 a further £1 million will be invested in road resurfacing. Most of this will bring the remaining classified roads up to standard. We will also make a start in resurfacing the larger number of unclassified roads that surveys have shown in need of repair. Table 5.8.3 details carriageways to be resurfaced during 2005/06.

5.8.8. In relation to footway condition, a survey in 2003/4 revealed that 45% of the Borough’s footways are in need of attention. The programme for 2005/6 is in Table 5.8.4.

The value of programme for non-Principal Roads and footways is set out below.

Year	Non – Principal Roads Cost £k	Footway works cost £K
2005/6	1,000	375
2006/7	500	400,
2007/8	415	250
2008/9	450	250
2009/10	820	250
2010/11	500	250

Programme for Street Lighting

5.8.9. A comprehensive inventory of all street lights was completed in October 2003. This shows that some 14,558 lighting columns are currently in service in the Borough. 5,930 of these are considered to be life expired and in need of change. This represents 40% of the total lighting stock. In addition the inventory has shown that 2,320 aluminium lighting columns, 16% of stock, are incorrectly spaced. These are a future maintenance problem and should be replaced to bring the lighting stock up to current British Standard design. A total of 8,250 columns will need to be replaced. The estimated replacement costs for these lights is £9m. Funding from various sources will be identified to implement the programme.

5.8.10. A £1m per year capital programme has been agreed for streetlighting and funded for 2004/5 and 2005/6. The aim is to ensure that by 2010 the Borough's lighting will meet current British Standards and have a low maintenance factor. The aim is to meet the following standards for all new lighting:

- All columns to have a minimum design life of 25 years with an expected minimum useful life of 40 years
- All lanterns to be designed for an operational life of 25 years. By that time new lighting technology and standards may affect the continued use of the equipment
- The light source should be white to BS5489 category 3/1 lighting levels. The Borough has begun to move towards this type of light source
- High quality photo-electric control switches to ensure the lights go on when required, off at the appropriate time in the morning and give accurate control for a guaranteed period of 10 years but with the expectation of a 20 year life

5.8.11. The annual programme is based on an asset survey carried out in 2004 and on local consultation with the Police to address crime hot-spots. This is enabling replacement of aged stock, crime reduction, improved levels of working street-lights and higher resident satisfaction with streetlighting.

The proposed programme for 2005/6 is detailed in Table 5.8.6. As road safety is a major priority for the Council in 2005/6, this year's street lighting investment also aims to assist with the reduction of road accidents.

Table 5.8.1 3 year Road Maintenance Programme

Road	2005/6		2006/7		2007/8	
	Condition [UKPMS]	Cost £k	Condition [UKPMS]	Cost	Condition [UKPMS]	Cost
Principal Road Network						
Boreham Road	>70	113				
Bounds Green Road	>70	204			>70	275
Hornsey High Street	>70	160				
Muswell Hill	>70	140	>70	370		
Turnpike Lane	>70	174			>70	370
Fortis Green			>70	40		
Lordship Lane			>70	690		
Park Road			>70	275		
Priory Road			>70	370		
Tottenham Lane			>70	180	>70	230
West Green Road			>70	595		
High Road, Wood Green					>70	600
The Roundway					>70	90
Watermead Way					>70	450
Westbury Avenue					>70	140
Local Distributor Road						
Colney Hatch Lane					>70	140
Muswell Hill Road					>70	275
Total		791		2520		2570

Table 5.8.2 Road Maintenance Plan for Other Local Distributor Roads and Other Roads

Road	2008/9		2009/10		2010/11
	Condition [UKPMS]	Cost	Condition [UKPMS]	Cost	
Avenue Lane	>70	200			
Cambridge Road	>70	35			
Downhills Way	>70	30			
Endymion Road	>70	100			
Hornsey Lane	>70	85			
Mount Pleasant Road			>70	35	
Wightman Road			>70	185	
Northumberland Park			>70	150	
St Anns Road			>70	50	
Wolseley Road			>70	100	
Footways					
Footways on Principal Road Network		470			
Footways on Local Distributor Roads				250	
Town Centres				100	
Unclassified Roads and Footways				200	
					500
Total		920		1070	500

Table 5.8.3 Classified and Non-classified Roads being resurfaced in 2005/6

Scheme Name / Location	
	CLASSIFIED ROADS
1	Black Boy Lane
2	Brantwood Road
3	Colney Hatch Lane
4	Durnsford Road
5	Endymion Road
6	Ferne Park Road
7	Hornsey Lane
8	Hornsey Park Road
9	Middle Lane
10	Mount Pleasant Road
11	Muswell Hill Road
12	Park Avenue
13	Phillip Lane
14	Shelbourne Road
15	Upper Tollington Park
16	Willoughby Lane
17	Wolves Lane
	NON-CLASSIFIED ROADS
1	Somerset Road
2	Nightingale Road
3	Mannock Road
4	Markfield Road

Table 5.8.4 Footway Maintenance schemes for 2005/6.

Scheme Name / Location	
1.	Pages Lane N10
2.	Worcester Avenue N17
3.	Albert Road N22
4.	Crescent Road N22
5.	Ellenborough Road N22
6.	Trulock Road N17
7.	Nightingale Road N22
8.	Somerset Road N17
9.	Pulford Road N15
10.	Langham Road N15
11.	Selby Road N15
12.	Stanley Road N15
13.	Brereton Road N17
14.	Springfield Avenue N10
15.	Avenue Road N6
16.	Hillfield Avenue N6
17.	Myddleton Road N22
18.	Queens Avenue N10

Table 5.8.5 4 year Bridge Maintenance Programme

Location	HGY ref	Owner	2005/6 £k	2006/7 £k	2007/8 £k	2008/9 £k
Hornsey Lane over Archway Road	1	LBH	18			
Turnpike Lane over New River	36	LBH	11			
Springfield Avenue retaining wall	127	LBH	8			
Hampden Road	2	Network Rail	2			
Buckingham Road	52	Network Rail	13			
Wightman Road	65	Network Rail	10			
Green Lanes over Turnpike Lane station subway	11	London Underground	6			
Ferry Lane over Tottenham Hale subway	17	London Underground	6			
Leaside Road over Railway	61	LBH		50	70	
Muswell Hill Road over disused railway	96	LBH		188	6	
Avenue Road over disused railway	103	LBH		103	12	
Cornwall Road	104	LBH		77	7	

**Draft Local Implementation Plan
Chapter 5 LIP Proposals: Infrastructure**

over disused rail							
St James Lane retaining wall	130	LBH		2			
Green Lanes by station	10	Network Rail			2		
St Anns Road/Seven Sisters Road	13	Network Rail			2		
Seven Sisters Rd/Birstall Road	15	Network Rail			2		
Ferry Lane over Pymmes Brook	19	LBH			2		
Ferry Lane over River Lee [new lock]	21	BWB			2		
Ferry Lane over River Lee [diversion]	22	LBH			2		
Endymion Road over New River	24	LBH			20		
Umfreville Road over New River	25	LBH			20		
Burgoynes Road over New River	26	LBH			20		
Duckett Road over New River	28	LBH			20		
Mattison Road over New River	29	LBH			20		
Pemberton Road over New River	30	LBH			20		
Warham Road over New River	31	LBH			22		
Myddleton Road over New River	43	LBH				2	
Finsbury Park footbridge	45	Network Rail				1	
Endymion Road over rail	46	Network Rail				2	
Hornsey station footbridge	48	Network Rail				2	
Tottenham Lane/Turnpike Lane	49	Network Rail				2	
Alexandra station footbridge	51	Network Rail				2	
Durnsford Road over rail [tunnel]	53	Network Rail				2	
Blake Road over rail	54	Network Rail				2	
Park View Road footbridges over rail	57	Network Rail				2	
Park View Road subway under rail	58	Network Rail				2	
Carbuncle Passage footbridge	59	Network Rail				2	

Draft Local Implementation Plan

Chapter 5 LIP Proposals: Infrastructure

over rail								
Mount Pleasant Villas over rail	62	Network Rail						2
Stapleton Hall Road over rail	63	Network Rail						2
Oakfield Road over rail	64	Network Rail						2
Hermitage Road over rail	66	Network Rail						2
Markfield Road under rail	68	Network Rail						2
St Ann's Road under rail	69	Network Rail						2
West Green Road under rail	70	Network Rail						2
Clyde Road over rail	71	Network Rail						2
Philip Lane over rail	72	Network Rail						2
Steel Road over rail	73	Network Rail						2
Total			74	420	249			41

**Draft Local Implementation Plan
Chapter 5 LIP Proposals: Infrastructure**

The proposed programme for investment in street lighting is set out below:

Table 5.8.6 Street Lighting Investment Programme			
Year	Type of Investment	Cost £K	
2005/6		1,000,	
Location	Allocation £k		
Lordship Lane and side roads – High Road Tottenham to Bruce Castle	250		
Bruce Grove, linking to Tottenham High Road	150		
Creighton Avenue and Coppetts Road, N10	100		
Bounds Green Road, A406 to Durnsford Road	150		
Crouch End, completion of area including Broadway, Tottenham Lane and Park Road	350		
Total	1000		
2006/7	Replace 500 concrete lighting columns of a nominal 5m height with new 6m columns Replace 100 nominal 8m concrete columns with either 6 or 8m columns as appropriate	1,000,	
2007/8	Replace 600 concrete columns of a nominal height of 5m with 6m steel columns	1,000,	
2008/9	Replace 600 concrete columns of a nominal height of 5m with 6m steel columns	1,000	
2009/10	Replace 600 concrete columns of a nominal height of 5m with 6m steel columns	1,000	
20010/11	Additional investment may be required to complete the programme depending on identification of other sources of funding during the previous 6 years		

5.9. Town Centres

Introduction

5.9.1. Haringey has a number of town centres. The largest of which is Wood Green, defined in the London Plan as a Metropolitan Centre. The hierarchy of town centres is defined as follows in the UDP:

Metropolitan

Wood Green Metropolitan Centre

Town Centres

Crouch End
Green Lanes
Muswell Hill

Tottenham High Road/Bruce Grove
West Green Road/Seven Sisters Road

Local Shopping Centres

There are 37 local shopping centres throughout the Borough.

5.9.2. The Council is seeking to maintain and enhance its town centres. This support for town centres links with the Mayor's economic strategy and the continued health of town centres also has a significant role to play in the success of meeting the aims of the Council's transport planning policies. Owing to town centres' traditional role as a focus for activity, public transport links typically radiate from them and this enables shoppers to reach them by a range of transport modes.

5.9.3. Furthermore, town centres assist in reducing car trips through a mix of land uses – shops, offices, restaurants and residential – within a concentrated area. This means many journeys are shared trips and can be undertaken on foot.

5.9.4. Major improvements have been completed in Wood Green town centre under the Capital Challenge programme in 2000. The works included improvements to the public realm such as widening and relaying footways, better street lighting and new cycle stands. Distinctive bus shelters were put in as well as informal and formal crossings. A 20mph zone has been introduced subsequently. There is scope to replicate this type of improvements in other town centres in the Borough.

Schemes for 2005/6 to 2010/11

Tottenham Town Centre

5.9.5. Tottenham High Road, Bruce Grove and Park Lane are areas in the top five percent of English wards with multiple deprivation, and feature high levels of unemployment and low levels of consumer income.

5.9.6. The High Road is one of the main routes out of London and is characterised by very heavy traffic, congestion and road danger. The focus of town centre activities on the High Road has contributed to a significant accident problem, particularly at popular crossing points and around bus stops and junctions.

5.9.7. Tottenham's primary retail frontage as defined in the UDP extends northwards from St Loy's Road and abuts Stoneleigh Road to the west. The town centre offers a mix of retailing and a pedestrian-only market which are accessed from Bruce Grove station and numerous bus services including the recently upgraded Route 149. Three municipal car parks are situated on Stoneleigh Road, with a further municipal car park on Somerset Road. The UDP states that the town centre should be accessible, inviting, safe and inclusive.

5.9.8. Key findings of a recent Tottenham Town Centre Health Check reveal that of people travelling to the centre, 72% are on foot; 19% arrive by bus and only 6% of shoppers are car-borne.

5.9.9. The Health Check reveals that key issues among shoppers are crime and the hazardous environment created by heavy and congested traffic. Public concerns about local road safety are reflected in the Road Safety Plan (Chapter 6 of the LIP), which indicates that the High Road contains road lengths and locations in the top ten for accidents in the Borough. There is also a clear need for measures to combat street crime and improve personal safety.

5.9.10. The area also has a poor public realm. A consistent theme in both the Health Check and the High Road Regeneration Strategy is that until the impact of heavy traffic throughout the length of the High Road is mitigated, other regenerative measures to improve the wider environment and attract investment can only be limited in their effect.

5.9.11. A recent street audit has revealed a need for maintenance of pavements and street furniture; there is also a clear need to improve the environmental quality of the area and to address accident problems through effective traffic management and road danger reduction. In addition, the Stoneleigh Road Car Park is in need of urgent renewal.

5.9.12. TfL has already carried out works on the TLRN including bus priority measures, replacement lighting, kerb straightening and footway renewal. A street scene audit has also been carried out by TfL to look at opportunities for the rationalisation of street furniture.

5.9.13. Park Lane forms part of the town centre and is a principal focus of pedestrian activity on match days. It joins the High Road at White Hart Lane Stadium and provides a link to Northumberland Park bus interchange and station. The road serves a wide range of land uses and functions, including a local shopping parade, housing, the football ground and two schools. Park Lane has been the subject of a streetscape and traffic management improvement study and strategy, which has been developed with the involvement of local people and the North London Chamber of Commerce.

5.9.14. This project is for the upgrading of Tottenham High Road north of its junction with the TLRN A10 at Bruce Grove and includes Park Lane and Stoneleigh Road Car Parks. The scheme has strong links with existing and proposed schemes in the locality, in particular:

- The proposed School Travel Plan/Safer Routes to School scheme in Tottenham and Tottenham Hale
- The existing 20mph zone around St Loy's Road and the proposed LCN+ route NE13 toucan crossing at St Loy's Road.
- The Stop and Shop parking scheme being introduced on the High Road in 2004/5.
- Any future TfL improvements to the streetscene of the TLRN A10 High Road and Bruce Grove.

5.9.15. The purpose of this scheme is to deliver improvements to the public realm of Tottenham Town Centre, in particular to mitigate the impacts of heavy traffic and illegal parking and to reduce street crime and concern about personal safety. The project represents an essential part of the strategy for delivering the regeneration of the town centre. It also represents an essential part of the Council's approach to tackling the causes of injury accidents on its principal roads.

Figures 5.9.1 and 5.9.2 show Tottenham Town Centre enhancement strategy bid for 2005/6 and links to other projects and proposals.

This page is reserved for Figure 5.9.1 Tottenham Town Centre
Enhancement Bid 2005/06

Table 5.9.1

Scheme for upgrading Tottenham High Road and Stoneleigh Road Car Park and implementation of Park Lane Strategy

Tottenham High Road: Improvements to footway, removal of street clutter; environmental improvements to mitigate the effects of heavy traffic and physical traffic / parking management measures; improvements to pedestrian and cycle access	Cost: £300,000
Park Lane: Streetscape environmental and accessibility improvements; upgrades to footways and traffic management to reduce conflict between pedestrians and vehicles.	Cost: £530,000
Stoneleigh Road Car Park: Installation of 8 pay and display machines; scarifying and resurfacing; footway construction, kerbing, block paving and drainage	Cost: £120,000

Green Lanes Town Centre

5.9.16. Green Lanes is in an area that is among the most deprived 10% in England using the Government's Indices of Deprivation 2000 and feature high levels of unemployment and low levels of consumer income.

5.9.17. Green Lanes primary retail frontage as defined in the UDP extends from Beresford Road in the north to Endymion Road to the south. It has a vibrant evening economy. Recent investment has included improvements under route 29/329 through LBI1. There is a high frequency bus service along the main retail centre. Harringay Green Lanes station on the Barking – Gospel Oak line has been improved and is one of the few fully accessible stations in Haringey.

5.9.18. Despite these advantages Green Lanes suffers from high volumes of traffic for much of the working day and evening peaks, a high number of road collision casualties [Green Lanes has one the highest concentrations of casualties in the Borough] and from parking pressure through the needs of local businesses and for loading/unloading.

5.9.19. The Town Centre Health Check showed that more than half of the people surveyed walked to the centre, with a further 22% using their car and another 26% coming by bus. Key issues for shoppers were the lack of parking, dissatisfaction with the environment with the top priority of cleaner streets.

The project to improve Green Lanes would complement work on the LCN plus route and local safety scheme for Green Lanes set out in

This page is reserved for Figure 5.9.2 Tottenham Town Centre
Enhancement :BSP Bid 2005 /06 in context

5.9.20. Tables 5.7.7, Table 5.7.12 and Section 5.1 of this Chapter. The programme has yet to be clearly defined but would expect to include improvements to the public realm such as improved footways and pedestrian crossings, reduced street clutter, environmental improvements to mitigate the effects of heavy traffic and better street lighting. Improving access by foot and cycle and by public transport is important for the sustainable development of the centre. The area around the town centre would also need to be addressed to support this aspiration.

5.9.21. A draft Green Lanes Neighbourhood Strategy and associated Action Plan has been approved. A holistic approach is being taken on planning, crime, waste management and traffic management. Traffic management measures would include reviewing the parking and loading arrangements for Green Lanes, reviewing the traffic calming measures on the Ladder roads to the west of Green Lanes and developing initiatives for St Ann's Road. Environmental measures include reviewing street furniture, effective removal of dumped vehicles, improvement to the pedestrian route on Harringay Passage and enhancements to the rail bridge over Green Lanes.

West Green and Seven Sisters Town Centre

5.9.22. The West Green and Seven Sisters area is among the 5% most deprived in England. It is the smallest of the Borough's town centres with a predominance of local independent traders. The centre stretches from Braemar Road in the west to Tottenham High Road.

5.9.23. The area is well-served by public transport with numerous bus services on Tottenham High Road and West Green Road as well as the Victoria line and national rail through Seven Sisters.

5.9.24. The Town Centre Health Check revealed that about half of respondents walked to the centre with a further 30% by car. About 16% come by bus. There was an overall dissatisfaction with the environment.

5.9.25. The Council is working with a partner to develop the Wards Corner site by the station for a mixed-use development with potentially improvements to the station environment.

5.9.26. Work has been undertaken in 2004/5 to support bus priority for route 41 on West Green Road. Other works in recent years have included safety and security measures around Seven Sisters station through the Personal Security and Transport Interchanges project [see section 5.5 above] and a CPZ implemented around the station to discourage commuter parking.

5.9.27. The Council is working with the GLA/LDA and other stakeholders to develop improvements to the Tottenham gyratory. This work would complement enhancements to the shopping centre.

5.9.28. A clearly defined programme has yet to be developed but is likely to focus on environmental and public realm improvements with improvements to assist pedestrian and cyclist access in and around the area.

Crouch End Town Centre

5.9.29. Crouch End is a busy local centre with a vibrant evening economy. However the centre of Crouch End is bisected by busy roads – Tottenham Lane, Crouch Hill, Crouch End Hill and Park Road – with congestion for much of the day. Crouch End is a relatively inaccessible shopping centre. There are no underground or national rail services close to the centre although the area is reasonably well served by bus links. This is reflected in how people get to the shops – only 18% come to the centre by bus with about 50% walking and 30% arriving by car.

5.9.30. Some bus priority measures have been introduced in recent years to assist access to and through the town centre.

5.9.31. Measures to improve the public realm in the centre and surrounding area are proposed. The details are to be developed. In addition initiatives to enhance the area around the centre are planned.

Muswell Hill Town Centre

5.9.32. Similar issues are facing Muswell Hill as Crouch End. Traffic congestion is an issue for the centre. There are no nearby rail or underground stations but Muswell Hill is well-served by bus services, several of which terminate on the Broadway.

5.9.33. About a quarter of shoppers walk to the centre with more than half by bus. Work has been undertaken in recent years to improve bus access to the centre such as priority measures for routes 43 and 144.

5.9.34. A programme will be developed to improve public realm in and around the centre.

5.10. Travel Awareness and Travel Plans

Introduction

5.10.1. Travel awareness is a key element of the Council's transport planning activities, which aim to reduce car dependency and promote alternatives including walking and cycling (active travel) and public transport use. In order to engage with the public, the Council considers it important to tailor marketing and promotion to three specific areas:

- *Employers* Approximately a third of trips are made for travel to work purposes. A substantial proportion of the workforce travels to work over short distances and on routes that are compatible, at least in part, with existing public transport services and walking and/or cycling. Investment in a travel plan is a good business investment because of potential cost savings, land release (from car parking) and benefits to employees. Collectively travel plans along with other 'soft factors' could have a very positive cumulative impact in terms of reducing travel demand. This could lead to significant benefits to the economy and the environment.
- *Educational establishments*: Our school travel plan officers are helping educational establishments to develop their own travel plans. This will encourage more pupils / students to walk, cycle and use public transport to reach school, and give parents the confidence to allow their children to travel independently. Our Safer Routes to Schools schemes are complementary to this. Supporting information in the form of leaflets, videos and other materials can be made available.
- *Personal travel*: 60% of journeys in Haringey are less than 5km long. This distance is ideal for promoting walking and cycling (active travel that produces health and other benefits), and more public transport use. The Council aims to encourage people to make more of their journeys by more sustainable modes of transport, through programmes of education, encouragement and constraint.

5.10.2. Travel awareness is an educational tool that can assist the Council to deliver its transport planning objectives in the following ways:

- Explaining why the Council is following a particular line with regard to sustainable transport and traffic restraint;
- Explaining the benefits to the individual of the Council's approach;
- Explaining how the individual can contribute and benefit from changing travel habits;
- Involving people in the planning and development of travel initiatives; and
- Helping people to gain awareness of how to use alternative modes, for example through marketing our cycle training programmes.

Draft Local Implementation Plan

Chapter 5 LIP Proposals: Travel Awareness and Travel Plans

5.10.3. A recent report from the Department for Transport has shown the potential of various measures to influence car use. The Council has progressed work in a number of areas including participating in “In town without my Car” and “Good Going” campaigns as well as programmes to promote cycle use. Our work on promoting travel plans at schools is detailed in Chapter 8. The development of travel plans at the workplace is being undertaken at the sub-regional level and we are working with LB Islington and LB Camden in the North Central Travel Plan network to promote the benefits of workplace travel plans with larger employers. We are implementing our own staff travel plan including setting up a car sharing scheme and significantly increasing cycle allowances.

5.10.4. We have participated with partners in North London on a programme to promote car sharing. This has received significant publicity through a website and has been promoted through a wide range of publicity campaigns.

5.10.5. Workplace travel plans are increasingly being requested by the Council to support measures to reduce the traffic impact of new developments. Between 1999 and 2003 a total of 5 travel plans were required for commercial developments with 5 travel plans requested in 2004 alone. Similarly school travel plans in relation to development are being prepared at 6 schools.

5.10.6. UDP Supplementary Planning Guidance 7c Travel Plan sets out the desirable requirements for the content of a travel plan which include setting up car sharing schemes and car clubs, promotional activities and employing a travel plan co-ordinator.

Mayoral Policy and/or Proposal

Proposal 4P.4: The London boroughs in conjunction with TfL and key partners including business, health authorities and educational establishments will develop programmes to encourage individuals and organisations to adopt more sustainable modes of transport. These will include:

- *Travel awareness campaigns: The London boroughs will develop programs to make people aware of the benefits of sustainable travel. This could include information packs and presentations at schools, and participation in high profile events (such as car free day)*
- *Workplace travel plans: The London boroughs will develop a programme to provide travel advice in partnership with TfL. Employers will be encouraged to establish travel plans, to inform employees of the options available, and address issues such as parking provision, location decisions, and lack of facilities for*

Draft Local Implementation Plan

Chapter 5 LIP Proposals: Travel Awareness and Travel Plans

- cyclists. Such plans should be an integral part of development applications (see Policy3.Po7).*
- *School Travel Plans: The London boroughs will work with schools to develop Plans that encourage more sustainable forms of Travel and reduce traffic congestion at schools.*
 - *Exploring marketing and ticketing opportunities to encourage The use of public transport for visits to major cultural and leisure events*
 - *Campaigns to encourage responsible car use and driving techniques*

Schemes and Programmes for 2005/6 – 2010/11

5.10.7. Much of the work in promoting travel awareness and workplace travel plans is revenue intensive. This has put pressure on the Council’s own limited resources as funding from Transport for London has been targeted at capital spend. More work needs to be undertaken in promoting travel plans and into travel awareness campaigns. Further work is needed on promoting car sharing and setting up car clubs as well as supporting initiatives to encourage the take up of travel plans at workplaces and other commercial locations.

5.10.8. For 2005/6 a small amount of funding will be used for general promotional work such as for the Good Going campaign and “In Town without my Car”. The programme for future years will focus on the areas described above. LB Camden has secured funding of 2005/6 to develop workplace travel plans on behalf of the three boroughs of Camden, Haringey and Islington.

Table 5.10.1 Travel awareness programme

Programme	Cost £K				
	2005/6	2006/7	2007/8	2008/9	2009-11
Travel awareness promotional events and development of workplace travel plans	2	100	100	100	200

5.11. Regeneration Areas - *Tottenham International and Haringey Heartlands*

Tottenham International

Tottenham Hale is identified in the London as a potential regeneration area. Its close proximity to the Lee Valley Regional Park and a major transport interchange serving London and Stansted International Airport offers a major opportunity for catalyst development driving regeneration in the area. The Framework Plan provides a mechanism for managing sustainable change. It suggests strategic directions and development principles for key sites, offers a stable basis for the planning and development process, aims to engender confidence and provide certainty while promoting quality in urban design and architecture. Following public consultation and revision, the plan will be adopted to provide guidance for development control purposes. It will also provide a basis for planning the delivery of development and regeneration in the defined area east of Tottenham High Road.

Context and Strategy

The Develop Framework for Tottenham International addresses the economic and employment changes affecting the area, the loss of manufacturing space, lack of investment, and failure to capitalise on its location on the River Lee. The shift in economic balance towards east London and growth planned at Stansted International Airport provides new opportunities as improvements to rail and tube services are planned. The Council aims to strengthen the area's competitiveness, attract investment, create safer sustainable communities, improve transport and the environment while raising educational achievement. The Framework Plan is part of a holistic approach to transforming the area. To maximise potential, a managed land assembly process is envisaged to ensure well located sites are available and strategic development delivered.

Tottenham International has been defined in the London Plan as an Opportunity Area, potentially achieving 5,000 jobs and at least 200 new homes. Its location within the London, Stansted, Cambridge, Peterborough Corridor identified in the Government's Sustainable Communities programme provides the context for enhanced transport capacity to meet these requirements.

Vision & Objectives

The Council's vision is to deliver an integrated flagship mixed-use Urban Centre development so that by 2020 Tottenham Hale will be a centre for business, the place to live and a vital and dynamic location where

Draft Local Implementation Plan

Chapter 5 LIP Proposals: Regeneration Areas

residents and business can enjoy the river valley, Lee Valley Regional Park and excellent transport connections.

The objective is to provide:

- An integrated urban form and structure that ensures the development of a sustainable mixed-use community;
- A new economic driver for the area;
- A high quality natural environment;
- Improved public transport services.

The Council recognises that this is likely to take 10-15 years to achieve, and that from the outset the support of regeneration partners, landowners, businesses and residents will be necessary.

Public Transport, Parking and Access

Tottenham Hale Station Interchange

The quality of the existing interchange is poor, both functionally and environmentally. The southbound platform is currently inaccessible to disabled people. The Council, with respective owners and transport companies, has established a review group to consider options for the redevelopment of the interchange as part of the proposed Tottenham Hale Urban Centre. This group will consider the operators current and future functional requirements for the interchange following review of potential additions to routes and service patterns. Proper regard for the needs of coaches, taxis, cyclists and 'kiss and ride' drop-off points will be included in the review.

The Council will continue to support proposals to upgrade the West Anglia rail route through Tottenham Hale and Northumberland Park stations. West Anglia Route Modernisation Enhancement [WARME] is a proposal to provide additional tracks between Tottenham Hale and Broxbourne. The enhance capacity would remove capacity bottlenecks to improve services to Stansted Airport. However, there is no firm timetable for WARME.

The Council intends, through negotiations with Strategic Rail Authority and the Department for Transport as its successor and the rail operators, to ensure that the people of Haringey can benefit directly from improved services and that new capacity should not only be directed at Stansted Airport users. The enhanced interchange and development now planned at Tottenham Hale is expected to result in direct employment and functional connections between Stansted and Haringey, to the benefit of both. The Council therefore intends to consult with the airport operator to make sure that these benefits are delivered.

Additional Rail Infrastructure Improvements

Draft Local Implementation Plan

Chapter 5 LIP Proposals: Regeneration Areas

The Council will continue to press the Government and the SRA/DfT for rail infrastructure improvements in the Lower Lee Valley required to enable regular passenger services to the employment area defined by Stratford, the Royal Docks, Lee Mouth, and Canary Wharf. The provision of these services would have the effect of ensuring that Haringey's population can access and benefit from the regeneration and economic change now taking place in East London and within the Lee Valley as a whole.

Proposed Victoria Line Extension to Northumberland Park

The Council will continue to seek an extension of the Victoria Line from Tottenham Hale to Northumberland Park station utilising the existing branch line to the adjacent depot.

The extension of tube system would help create a new interchange with bus services improving public transport access to the planned regeneration area at Marsh Lane defined as the Northumberland Park Major Opportunity Zone. Local residents would also benefit from direct access via the tube network to the central London job market. The new service would also provide an alternative transport mode providing access to the Tottenham Hotspur football ground aiding crowd dispersal and relieving pressure on the existing rail routes and local bus services.

Car Parking

The Council wishes to restrict car-parking provision. In order to minimise local impacts upon the environment the Council will seek to achieve a sustainable transport strategy to ensure that most trips are made by public transport rather than by private car. Car parking provision will therefore be restricted in accordance with the Mayor of London's Transport Strategy and London Plan policies, which establish the reduction of traffic congestion as a key priority. The London Plan, quoting targets for 2011 proposed within the Transport Strategy, states that "To help reduce congestion, targets have been set for the reduction of weekday traffic by 15 per cent in Central London, zero growth across the rest of inner London and reducing growth in outer London by a third, with the aim of achieving zero growth in outer London town centres."

The Council accepts that these policies will demand innovative solutions. Car ownership per household within the Borough remains low, at 53%. In the context of mixed development proposals that can deliver fully integrated public transport interchanges, the Council will consider organised car-free neighbourhoods that contribute to the delivery of design excellence. Such schemes should be available to all who may choose to

live within them, including people with disabilities. In consequence, there may be a requirement for controlled parking spaces for disabled residents and visitors.

Walking & Cycling

The Council recognises the role that walking and cycling can have in helping to reduce traffic congestion in the Borough. It is acknowledged that improved public transport will remain the primary means of achieving this objective, particularly for elderly, infirm or disabled people. The improvement of conditions and facilities for cyclists and pedestrian safety therefore remains a priority in order that short journeys can be made in an appropriate manner. The Council will require that safe, convenient, accessible and direct pedestrian access is provided from new development to public transport nodes and key land uses. Major new developments should therefore provide high quality, segregated pedestrian and cycle routes that provide good connections to existing street patterns, communities, and planned and existing public transport stopping points. Cycle parking facilities meeting standards established in the London Plan and Transport Strategy will be required in both commercial and residential developments.

Access

The Council will ensure, wherever possible, that new development within the Framework Plan area will be fully accessible to all sections of the community. It is intended that this will create equal opportunity for employment, housing tenure and use, and for commercial, leisure and community facilities.

Progress on the Development Framework

Extensive consultation was undertaken on the draft Framework as part of the process for the draft UDP. The document has been finalised which has led into the development of a masterplan. Work on developing a masterplan for Tottenham International is progressing using funding from the ODPM in a project led by the LDA with LB Haringey, GLA and TfL as stakeholders. The study includes ideas to develop Tottenham Hale station as a major interchange for rail, underground and bus as well as improving access by foot and by cycle. The masterplan is expected to be completed by summer 2005.

The masterplanners are examining options for the gyratory comprising Tottenham High Road, Monument Way and Broad Lane. Options being examined include possible two way working of the gyratory.

Draft Local Implementation Plan

Chapter 5 LIP Proposals: Regeneration Areas

The masterplan, once adopted as SPG, will be used to guide the development applications for the Tottenham Hale area.

Funding has already been secured through the ODPM Growth Area funds for enhanced pedestrian and cycle access and projects implemented to improve access to the Lee Valley from Northumberland Park.

Improvements to the gyratory would need to be considered by Transport for London as highway authority for Broad Lane, High Road and Monument Way. A comprehensive approach to the road and public transport networks would be required with considerable public sector funding needed to achieve comprehensive regeneration of the area.

Haringey Heartlands

Haringey Heartlands represents one of the largest development opportunities in North London and is identified in the London Plan as an Area of Intensification. The area is adjacent to Wood Green, one of the main shopping centres in North London and a Metropolitan Centre.

A development framework has been prepared which sets out a vision and long term plans for the area. The next stage is the preparation of a detailed masterplan for the complete site to articulate comprehensive development proposals set out in the framework and in accordance with the policy objectives set out in the London Plan. The Plan proposes at least 1,500 new jobs and 1,000 new homes within the area by 2016.

The Heartlands area offers outstanding opportunities for inward investment, consistent with the site's strategic importance for realising high density mixed use development. The Index of Multiple Deprivation 2000 lists Haringey as the 25th most employment deprived district in England, putting it in the top 7%. The Council therefore places the highest priority on area regeneration and the development of Haringey Heartlands provides the opportunity of contributing towards this objective.

The framework includes a number of aims and objectives including:

Aim

- To improve transport infrastructure and access to, around and through the area.

Objectives

- To help bring forward and maximise opportunities for improved public transport services

Draft Local Implementation Plan

Chapter 5 LIP Proposals: Regeneration Areas

- To contribute to the provision of an improved interchange at Alexandra Palace and Hornsey stations and improve linkages from here to Wood Green town centre and Hornsey
- To provide good bus access and links
- To develop the eastern utilities land around the needs of the pedestrian and not private car owners
- To limit on and off-street parking to levels which do not harm access and amenities in the surrounding area
- To enhance facilities for pedestrian and cyclists
- To create new vehicular and pedestrian routes through the framework area to reduce impacts of intensive developments on existing roads including a spine link access road
- Improve the existing junctions in the framework area, where appropriate

Public Transport, Access and Parking

The framework notes the high level of public transport services in the areas close to Heartlands including Piccadilly line services to Wood Green and Turnpike Lane and very high bus flows on Wood Green High Road. However, it is recognised that there are currently no public transport services within the site which would need to be addressed for the new development. Complementing better public transport access into and through the site is the need for enhancements to Alexandra Palace and Hornsey rail stations. This may include improved bus interchange, disabled access to platforms, increased cycle parking provision and access to platforms, improved CCTV/security and better pedestrian access.

The Piccadilly line is close to capacity at peak times but there is spare capacity at other times. Improvements to accessibility, interchange and pedestrian access are required to Wood Green and Turnpike Lane stations.

A new access road would be required through the whole site. The aim is to facilitate the development whilst minimising the impact of traffic generated by the development on adjoining roads. The opportunity will be taken to reduce traffic volumes on Hornsey Park Road, a largely residential road carrying high levels of traffic, close to Heartlands site.

A key objective of the development framework is to improve pedestrian and cycle access and linkages to the town centre and transport facilities.

The framework recognises the role of parking provision in promoting sustainable forms of transport. There is considerable scope for car-free housing and minimum parking for housing. Cycle parking would be required at a standard set out in the UDP.

Progress on the Development Framework

Extensive public consultation was undertaken on the draft Framework as part of consulting on the draft UDP. The Framework has been agreed and will now be developed into a masterplan for the area. A multi-disciplinary approach is being used to develop the masterplan. Key to this is the construction of a spine road through the site.

The Council is seeking funding of £5m for the spine road through the ODPM Growth Fund and has received approval from ODPM/DfT subject to the submission of a detailed appraisal. The spine road would be constructed between 2006 and 2008 and provide the stimulus for the implementation of the masterplan.

	PAGE
FOREWORD	6-2
6.1 INTRODUCTION	6-3
6.2 THE POLICY CONTEXT National London Haringey	6-4
6.3 ROAD SAFETY ISSUES IN HARINGEY Road Collision Risk Deprivation Ethnicity Vulnerable Road User Casualty Pattern Journeys to School Other factors affecting casualties	6-7
6.4 COUNCIL PERFORMANCE AND ACTION	6-15
6.5 CURRENT RESOURCES	6-26
6.6 GOOD PRACTICE AND BENCHMARKING	6-27
6.7 SUMMARY OF ISSUES	6-28
6.8 ROAD SAFETY: THE PLAN FOR THE FUTURE Overall Aim Road Safety Targets Road Collision Analysis Action Plan: Partnership Working Speed management Protecting vulnerable road users Education, Training and Publicity Enforcement	6-29
APPENDICES	
1 Action Plan	6-32
2 Collision Patterns	6-36

FOREWORD

Too many people are killed or injured on our roads each year. The cost of these road collisions is both economic and personal to a victim's friends and family. On a very conservative estimate, road casualties in Haringey cost the country £87m in 2003 alone. There is therefore a very strong economic case for their reduction. We are committed to reducing the numbers of road casualties on our roads. This Road Safety Plan sets out how we will approach this task and the measures and actions we will be undertaking over the next 3 years.

Our work cannot be carried out alone. For this reason we have established a Road Safety Partnership with participation from Transport for London, the Police, fire brigade and other organisations. This partnership will review progress and agree joint action. We will be reviewing the progress of the Plan at the end of each year.

There are issues we need to face in implementing our Plan: around a quarter of all road collision injuries occur on Transport for London's road network and we have data showing a clear link between the number of road casualties and the level of deprivation.

Actions to reduce the number of road collision casualties cannot be divorced from our transport policies to encourage more walking and cycling. We need to make our road network safer for all users to help people reduce the amount of car usage.

This Road Safety Plan will be updated annually.

Cllr Ray Dodds
Lead Member for Environment

6.1. INTRODUCTION

6.1.1. Many people would consider the safety of our roads is an important issue for the Council to tackle. We believe that improving the safety of our road network and working with Transport for London to introduce measures on its road network is fundamental to encouraging more walking and more cycling in the Borough.

6.1.2. One of our guiding principles as set out in the UDP is to support safe and easy movement around the Borough. We recognise that our road network is limited in capacity and there are potential conflicts between users of the road network space. We need to balance this demand for road space to ensure the safety of vulnerable road users such as pedestrians, cyclists and children.

6.1.3. Our Road Safety Plan has not been drawn up in isolation from other plans and strategies. The Mayor's London Plan requires Haringey to provide about 19,000 additional households over the next 15 years or so. This will increase car ownership and usage in the Borough. We have aspirations for developing the east of the Borough to reduce the levels of deprivation that is amongst the highest in the country. The London Plan designates Tottenham as an Opportunity Area. The development of Haringey Heartlands is also encouraged in the Plan. The challenge is to facilitate this development which is likely to lead to additional pressure on our road network whilst improving the safety of that road network.

6.1.4. Our high priority to improve the safety of the road network is reflected in our commitment to a Local Public Service Agreement. This sets a stretched target for reducing killed and seriously injured casualties by 2006.

6.1.5. Although this Plan relates to reducing actual road collision casualties, the Council is committed to supporting road danger reduction and is a member of the Road Danger Reduction Forum [RDRF]. This seeks to reduce danger at source, through controlling the main source of threat – motor traffic. A more benign road environment can be created which will encourage the use of more sustainable modes such as walking and cycling.

6.1.6. The aims of the RDRF are to:

1. Seek a genuine reduction in danger for all road users by identifying and controlling the principle sources of threat.
2. Find new measures to define the level of danger on our roads. These would more accurately monitor the use of and threat to benign modes.
3. Discourage the unnecessary use of private motor transport where alternative benign modes or public transport are equally or more viable.
4. Pursue a transport strategy for environmentally sustainable travel based

on developing efficient integrated public transport systems. This would recognise that current levels of motor traffic should not be increased.

5. Actively promote cycling and walking, which pose little threat to other road users, by taking positive and co-ordinated action to increase the safety and mobility of these benign modes.

6. Promote the adoption of this charter as the basis of both national and international transport policy.

6.2. POLICY CONTEXT

National

6.2.1. The Government published its road safety strategy in March 2000 in “Tomorrow’s Roads – Safer for Everyone”. This included the targets to be achieved by 2010, based on an average for 1994 – 1998, are:

- A 40% reduction in the numbers of people killed or seriously injured
- A 50% reduction in the numbers of children killed or seriously injured
- A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

London

6.2.2. The Mayor published the London Road Safety Plan in November 2001. This set out London targets in addition to the national targets. These targets, to be achieved by 2010, are as follows:

- 40% reduction in pedestrian killed and seriously injured casualties
- 40% reduction in cyclist killed and seriously injured casualties
- 40% reduction in powered two wheeler casualties

6.2.3. A priority area in the Local Implementation Plan is road safety. As part of the LIP boroughs are required to review road safety around all primary and secondary schools by 2008. Where these reviews show these to be necessary, 20mph zones or other safety measures must be implemented by 2011 to achieve target reductions in London’s Road Safety Plan.

6.2.4. The MTS states that consideration will be given to implementing 20mph areas, which include sections of the TLRN, where there are high pedestrian flows, road safety problems, schemes can be effectively enforced and are without detriment to priority traffic.

Haringey

6.2.5. There are policies on road safety included in the Council's approved Unitary Development Plan (1998), in the UDP Review (2004) and current Road Safety Plan. Targets have also been set in the Council's recently agreed LPSA.

1998 UDP

6.2.6. The UDP strategic transport policies are:

- To integrate land use and transport policies
- To prioritise the needs and safety of pedestrians
- To improve conditions and facilities for cyclists and to encourage cycling in and around the Borough
- To support the retention and extension of public transport services and facilities and the creation of a co-ordinated subsidised system of safe, affordable, accessible and reliable public transport
- To define and manage a road hierarchy consistent with the objectives of traffic restraint, giving priority to essential users, environmental improvements and road safety
- To reduce the relative attractiveness of the private car, thereby helping to reduce the environmental costs of transport and creating a safer, healthier and better environment for all
- To achieve an equitable balance between parking policies and traffic restraint, giving priority to essential users, people with disabilities, local accessibility, environmental improvements and road safety
- To promote waterborne methods of transporting passengers and freight as a means of reducing road congestion and pollution

2004 UDP Review

6.2.7. The UDP review, published in September 2004, has the following guiding principles:

- People and goods are able to move around the Borough safely and easily by walking, cycling and using public transport and private vehicles
- Effective transport planning, the reduction of congestion and maximising accessibility can promote local economic development and regeneration

6.2.8. The key objectives are to:

- ◆ To support and promote transport improvements where it would improve safety for all road users, including pedestrians and cyclists,

enhance residential amenity and complement land development and regeneration strategies

- ◆ Discourage the use of the car and promote other forms of travel
- ◆ Improve freight movement whilst minimising the environmental impact
- ◆ To balance the need for parking and the environmental impact of traffic movement and parked cars
- ◆ To encourage developments which through their design reduce the need to travel, especially by car

Road Safety Plan

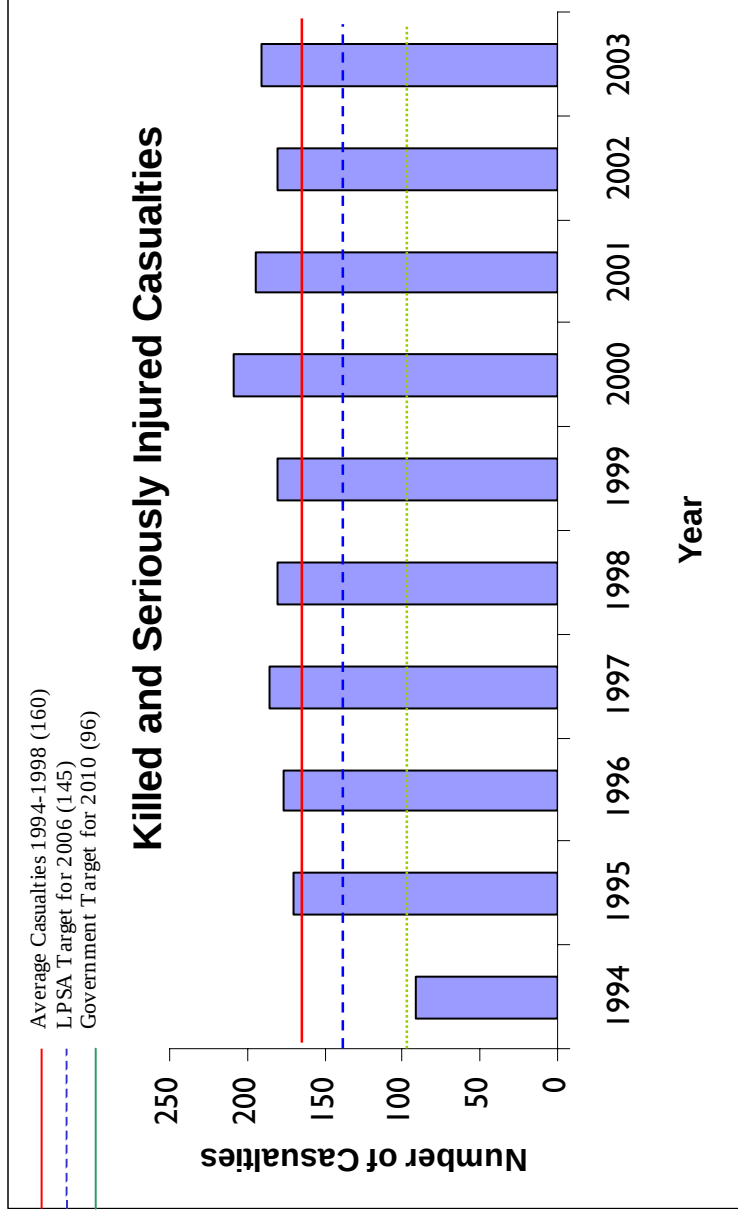
6.2.9. The Plan has the following aims:

- ◆ to monitor and analyse collisions in the Borough on a regular basis with a view to identifying suitable locations or collision characteristics appropriate for remedial treatment
- ◆ to investigate the collision characteristics of individual sites, junctions, lengths of road for the purposes of engineering collision remedial measures
- ◆ to review regularly the performance of such measures and assess the value for money achieved
- ◆ to carry out a highways safety audit on all proposed highway developments in the Borough to ensure that they incorporate good standards of design and construction that will not compromise road safety
- ◆ to maintain a team of Road Safety Officers to develop and carry out a fully co-ordinated educational, publicity and training programme, taking particular account of the needs of Haringey's multi-racial community
- ◆ to work closely with the Metropolitan Police and to maintain a team of highways enforcement officers for the purposes of discouraging abuses of highway and traffic law and safeguarding the public.

Local Public Service Agreement

6.2.10. The Council has included a road safety target in its Local Public Service Agreement agreed in March 2004. The LPSA runs over three years and sets a "stretch" targets for road safety. Using the baseline of an average of 160 people killed and seriously injured on Haringey's roads in the years 1994-98, a target has been set to reduce these to 145 by March 2006. This is 13 lower than the 158 required by the set national target.

6.2.11. In return for delivering improved performance, LPSAs offer a range of incentives. For the road safety target, these include £75,809 in pump priming grant to deliver traffic calming schemes, which we received at the outset of the agreement; and a performance reward grant of up to £600,000 at the end of the agreement, if we achieve the stretch target. The graph below shows the number of KSI casualties over the last 10 years and the relevant targets.



6.3. ROAD SAFETY ISSUES IN HARINGEY

This section of the report looks at the current road safety issues in Haringey.

Road Collision Risk

6.3.1. The safety of a particular means of travel is related to the number of collisions and the number of journeys and their length. Using data from the London Area Transport Survey (LATS) 1991 and road collision data for the same year, the table below gives a broad picture for Haringey. It is unfortunate that LATS 2001 data is not yet available for this work to be updated. However, it is considered that it does provide a broad picture of vulnerability. The analysis excludes travel by national rail and London Underground as no accident data is available at the Haringey level.

Draft Local Implementation Plan

Chapter 6 Road Safety Plan

Mode of Travel	% of Journeys	% of Casualties
Walk	32.1	32.9
Bicycle	2.0	7.4
Motorcycle	0.5	14.4
Car	44.1	35.3
Bus/Coach	17.3	7.0
Small/medium van	1.7	2.2
Other van/lorry	0.5	0.1
Other including taxi	1.8	0.6

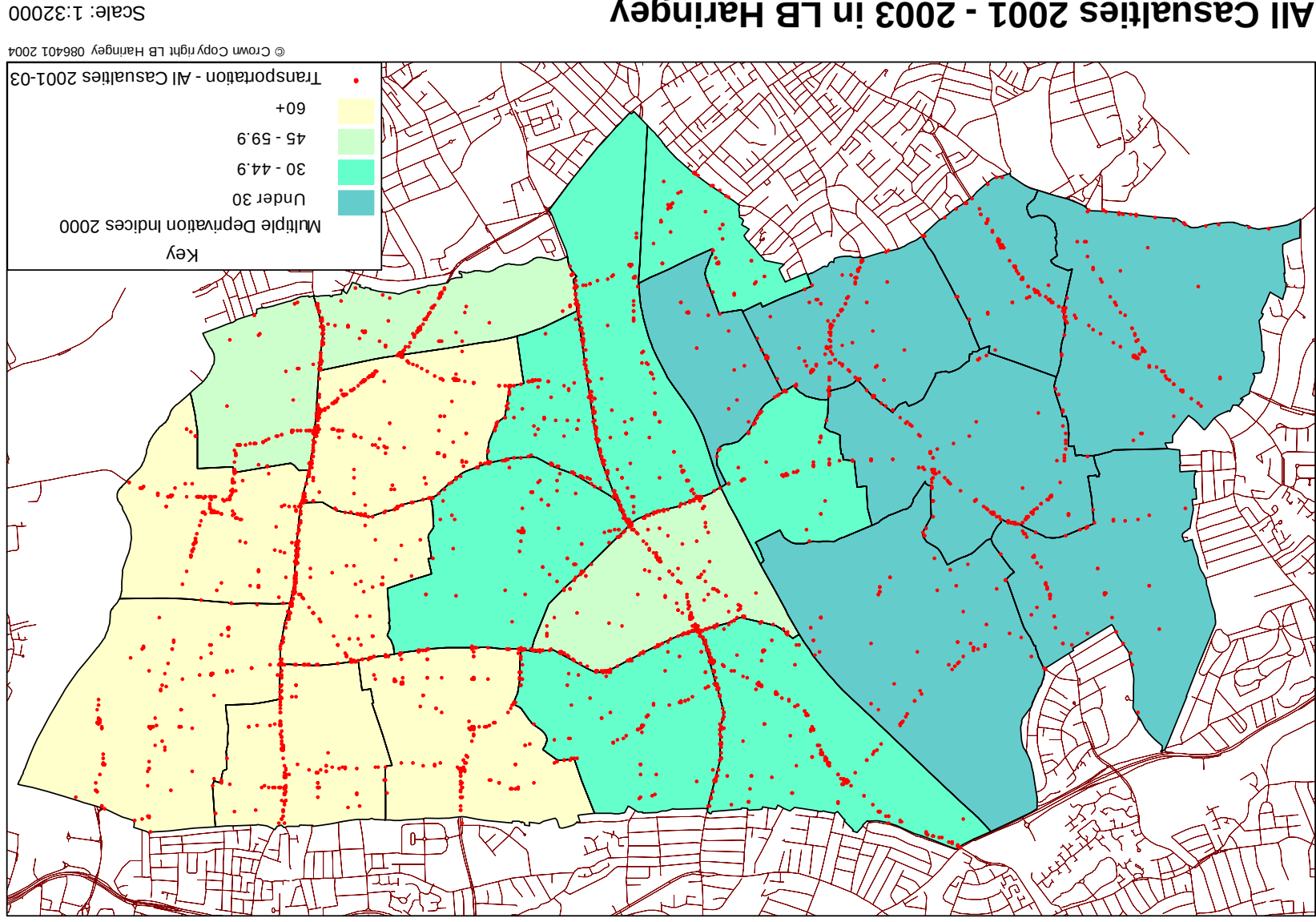
6.3.2. The table shows that of the main modes of transport bus/coach is by far the safest with the proportion of casualties significantly lower than the amount of travel by bus. In contrast travel by bicycle and, particularly motorcycle travel, is far more unsafe with a higher proportion of casualties than would be expected by these modes. However, to assess exposure, account needs to be taken of typical journey lengths; for example, the vast majority of walk journeys are very short so one would expect a lower level of pedestrian accidents. The table below gives an indication of exposure. The travel data relates to a typical weekday in Haringey.

Mode of Travel	Trip/km per casualty	Risk factor
Walk	89,613	10.7
Bicycle	85,593	11.2
Motorcycle	27,904	34.5
Car	607,124	1.6
Bus/coach	962,761	1.0
Small/medium van	331,357	2.9
Other van/lorry	1,612,000	0.6

6.3.3. Using the safest mode of the main modes (bus/coach) as a base for comparison, walking and cycling are about 11 times less safe than travel by bus with motorcycle travel about 34 times less safe. Car travel is less safe than bus but about 7 times more safe than walking or cycling.

6.3.4. However, for vulnerable road users, the collision data for Haringey shows that cars account for 82% and goods vehicles about 8% of accidents with pedestrians and cyclists, a far higher proportion than would be expected based on the number of journeys in the table above. Nevertheless, for a 10km cycle journey every day, a cyclist would have an accident once every 25 years. Data from the BMA shows that the health benefits from cycling and walking far outweigh the risk of injury from road accidents.

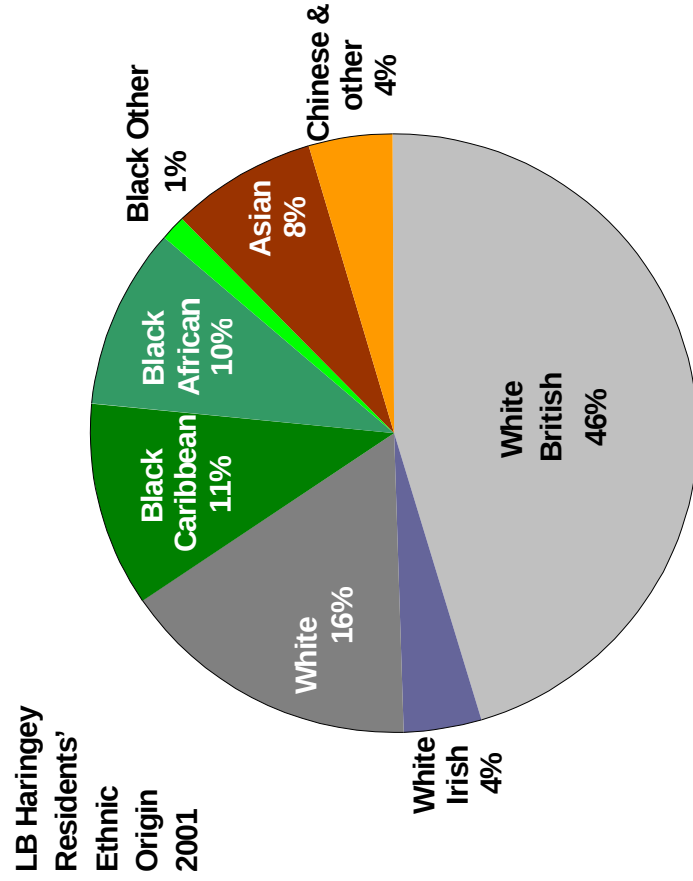
Deprivation



6.3.7. The graph shows that broadly the density of collisions increases with the level of deprivation. The relationship is influenced by a number of factors such as the greater propensity for poorer communities to live on main roads and the high proportion of accidents occurring on this type of road.

Ethnicity

6.3.8. Haringey is also one of the most ethnically diverse councils in England. The 2001 Census shows that over half the population is of non white British origin, the sixth highest proportion in London. Many of the other white category are from white ethnic minorities such as Turkish, Greek & Turkish Cypriot, Kurdish, Kosovan and other eastern European origin. This category includes many relatively recent arrivals and people for whom English is not a first language. A study by the Scottish Executive in 2000 found that there is a disproportionately high rate of accidents amongst ethnic minority children over and above the effect of social class. Unfortunately, this data is not available at part of the crash casualty statistics as it is not collected by the Police. However, it is likely that this pattern will be repeated in the Borough. The graph below shows the ethnic split in the Borough.



Casualties by Type of Vulnerable Road User

Pedestrians

6.3.9. As the data above indicates pedestrians and particularly child pedestrians are the most vulnerable of all road users. The following tables show crash patterns for recent years.

Table 1: Pedestrian Casualties by Vehicle Involvement

Year	Cycle	P2W	Car	Taxi	Bus	HGV	Other	Total
1994	2	17	284	0	23	34	1	361
1995	0	19	300	0	11	17	0	347
1996	2	20	247	5	7	26	1	308
1997	2	15	262	1	15	19	2	316
1998	2	9	236	3	22	22	2	296
1999	0	18	214	1	26	24	2	285
2000	0	27	283	2	20	30	1	363
2001	1	28	225	2	26	23	3	308
2002	2	18	238	1	29	16	0	304
2003	0	14	211	1	26	22	0	279

P2W = Powered Two Wheelers.

The table shows that around 80% of pedestrian casualties are the result of being hit by cars.

Table 2 below illustrates the locations for pedestrian accidents during daylight and after dark.

Table 2 Pedestrian accidents by light and location (%)

Light	No crossing in 50m	Zebra	Pelican or similar	Pedestrian phase at ATS	Central Refuge	Footbridge or subway	Total %	Total
Daylight	50.2	12.4	10.27	25.4	0	1.62	100	185
Dark	50	19	9	19	2.4	0	100	84

Note: Analysis based on average for 1994 – 2003

6.3.10. Around half of pedestrian casualties occur whilst crossing the road without pedestrian crossing facilities. This implies that casualty reduction

would be achieved by increasing the number of pedestrian crossings. However, the data would need further analysis as there would be significantly more crossing of roads away from formal pedestrian crossings so it would be reasonable to expect higher levels of crashes at these locations. The data also shows that there is a higher proportion of casualties at zebra crossings than at pelican crossings.

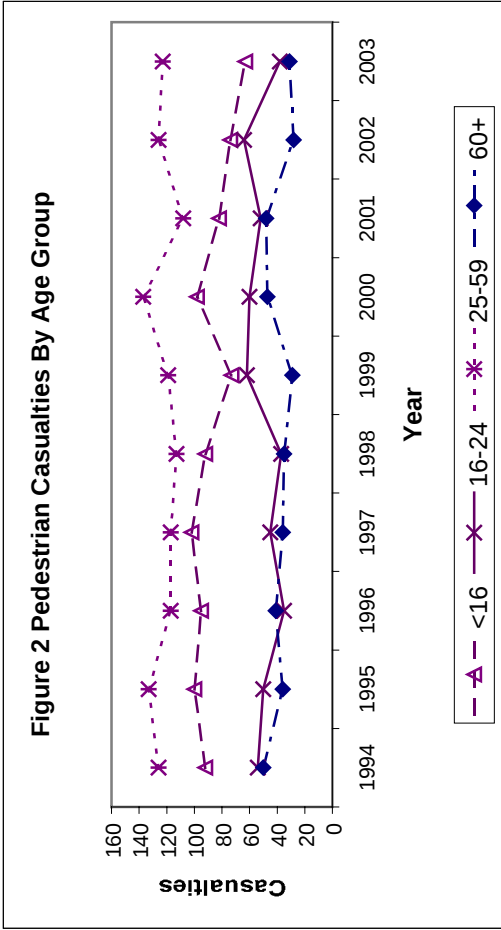


Figure 2 above illustrates the trends in pedestrian casualties by age group.

6.3.11. The graph demonstrates the relative high proportion of pedestrian casualties that are children under 16. Table 3 below shows the proportion of pedestrian casualties by age group. This shows lower levels of child pedestrian casualties over the last 4 years.

Table 3: Number and Proportion of Pedestrian Casualties by Age

Year	Under 16	%	16-24	%	25-59	%	Over 60	%	Total
1994	92	29	54	17	126	39	50	15	322
1995	100	31	50	16	133	42	36	11	319
1996	95	33	35	12	117	41	41	14	288
1997	102	34	45	15	117	39	36	12	300
1998	92	33	37	13	113	41	35	13	277
1999	73	26	62	22	119	42	29	10	283
2000	98	29	60	17	137	40	47	14	342
2001	82	28	52	18	108	37	48	17	290
2002	74	25	64	22	126	43	28	10	292
2003	63	25	38	15	123	48	31	12	255

For child casualties, table 4 shows that most child casualties are as pedestrians.

Table 4: Child Casualties by Road User (%)

Age	Ped	Pedal	P2W	Car	Bus	Goods	Other
Under 16	53.3	6.3	7.2	25.2	8	0	0

Note: Data based on average 1999-2003

Table 1 in Appendix 2 shows junctions and links with highest level of pedestrian casualties which are mainly on the busier roads in the Borough.

Cyclists

6.3.12. Table 5 below gives an overall picture of cyclist casualties. The data shows that there has been a reduction from the period 1995–8 by 1999-2003. We are working on developing school travel plans with all primary and secondary schools in the borough. This work seeks to encourage more walking and cycling to school. The reduction in cycle casualties may be due to less cycling to school and in general. Our school travel plan work will assist in assessing whether this is the case or whether the environment for cycling has been made safer. We are supporting this work by organising cycle training for both adults and school pupils. This features on and off-road training.

Table 5: Pedal Cycle casualties by Age Group

Year	Under 16	16 – 24	25 – 59	60+	Unknown	Total
1994	7	18	45	3	2	75
1995	23	24	50	2	10	109
1996	15	17	56	1	4	93
1997	13	17	45	3	5	83
1998	14	16	49	3	4	86
1999	17	12	37	3	2	71
2000	10	14	44	2	4	74
2001	6	16	46	2	2	72
2002	12	8	54	1	3	78
2003	7	7	33	1	5	53

Table 2 in the Appendix 2 below shows junctions with the highest cycle casualties for the period 2001- 2003. The overall pattern is of a concentration of casualties on the main road network and particularly on the TLRN network.

Powered 2 wheelers

6.3.13. Table 3 in the Appendix 2 shows the pattern of road crashes in primarily on the main road network. This would be related to the amount of traffic on these roads and the likelihood of collisions occurring.

Journeys to school

6.3.14. Nationally, over the last 20 years the proportion of children travelling to school by car has almost doubled. One of the main reasons given by parents for taking their children to school by car is fear of traffic.

Child pedestrian casualties of pupils going to and from school in Haringey 2000-2003

	Year			% change 2000 - 2003
	2000	2001	2002	2003
27		33	23	13
				-52

The table shows that there has been a substantial reduction in the number of child pedestrians injured going to and from school over the last 4 years.

Other factors affecting casualties

6.3.15. The likelihood of collisions is affected by other factors such as weather and lighting conditions. The data for 2003 shows that 66% of collisions occur during daylight hours with 34% happening after dark. Around 80% of collisions are in dry conditions with 19% in wet conditions [the remaining 1% of collisions are related to other road conditions]. The limitation of the data is that it is not related to the amount of use of the road network. However, it is widely acknowledged that the state of the road and weather conditions play a part in the chance of road collision occurring.

6.4. COUNCIL PERFORMANCE AND ACTION

6.4.1. The Council currently carries out a wide range of activity to address the road safety problems in the borough that are outlined above. The measures to reduce road collision casualties fall generally into three areas: engineering, enforcement and education/encouragement. The sections below provide details of the Council's work in these three areas as well as our performance in recent years. There is sometimes a crossover between these areas, for example safer routes to school schemes frequently combine physical measures on the highway to improve safety with education of school children.

Draft Local Implementation Plan Chapter 6 Road Safety Plan

Performance

6.4.2. The Council is required to monitor its performance in a number of key areas. These Best Value Performance Indicators and results are shown in Table 6.

Table 6: Road Safety Best Value Performance Indicators

Indicator Description	2002/3 performance	2002/3 London Average	2003/4 Provisional Performance	2003/4 Target	2004/5 Target	2005/6 Target
Pedestrians killed and seriously injured per 100,000 population	40.9	26	36.44	38.52	36.17	34
Pedestrians slightly injured per 100,000 population	120.4	91	120.4	118.66	116.93	111
Pedal cyclists killed and seriously injured per 100,000 population	1.3	6	3.69	5.03	4.82	3
Pedal cyclists slightly injured per 100,000 population	31.5	43	29.52	31.46	31.37	31
Powered two wheeler users killed and seriously injured per 100,000 population	12.9	17	12.92	12.15	11.43	11
Powered two wheeler users slightly injured per 100,000 population	76.9	91	79.34	73.89	70.92	71
Car users killed and seriously injured per 100,000 population	32	30	33.21	30.26	28.53	29
Car users slightly injured per 100,000 population	298.6	263	272.14	287.7	276.87	264
Other users killed and seriously injured per 100,000 population	5.8	5	3.69	5.39	5.01	4
Other users slightly injured per 100,000 population	43.1	52	49.82	42.06	41.03	43

Table 6 shows that Haringey performs better than London for powered two-wheeler, pedal cyclist and other road user but poorer in relation to pedestrian and car user casualties.

Tables 7 below provide a comparison with Haringey's performance in relation to the six boroughs adjoining Haringey for the period 2000 to 2003.

Draft Local Implementation Plan

Chapter 6 Road Safety Plan

Borough	Casualties for 2000 – 2003					
	Pedestrian	Pedal Cycle	Powered 2 wheeler	Car	Other	Total
Camden	1558	747	1409	1634	638	5986
Islington	1216	780	1215	1438	555	5204
Hackney	1125	529	892	2156	546	5248
Waltham Forest	824	249	536	2565	411	4585
Barnet	1074	261	966	4433	556	7290
Enfield	718	208	512	3439	414	5291
Haringey	1254	277	737	2819	481	5568

6.4.3. The table shows broadly that Haringey shows the casualty pattern of partly of an Outer London borough such as Enfield, Barnet and Waltham Forest and partly of an Inner London borough such as Camden, Islington and Hackney. The pattern shows broadly higher levels of pedestrian, cycle and powered two wheeler casualties than Outer London boroughs but lower level of car user casualties. Inner London boroughs have higher levels of cycle and powered two wheeler casualties than Haringey. The level of pedestrian casualties is higher than would be expected.

	Total Casualties						
	2000	2001	% change from prev. yr	2002	% change from prev. yr	2003	% change from 2000-2003
Camden	1653	1659	+0.4	1404	-15.4	1270	-9.5
Islington	1426	1391	-2.5	1255	-9.8	1132	-9.8
Hackney	1448	1462	+1.0	1200	-17.9	1138	-5.2
Waltham Forest	1305	1124	-13.9	1079	-4.0	1077	-0.2
Barnet	1962	1820	-7.2	1850	+1.6	1658	-10.4
Enfield	1791	1692	-5.5	1808	+6.8	1525	-15.7
Haringey	1493	1358	-9.1	1212	-10.8	1203	-0.7

Over the last 4 years Haringey's performance has been better than other Outer London boroughs.

Draft Local Implementation Plan

Chapter 6 Road Safety Plan

	Total Killed and Seriously Injured Casualties							
	2000	2001	% change from prev. yr	2002	% change from prev. yr	2003	% change from prev. yr	% change 2000-2003
Camden	250	225	-10	232	+3.1	192	-17.3	-23.2
Islington	219	227	+3.6	174	-23.4	162	-6.9	-26.0
Hackney	193	244	+26	172	-29.5	152	-11.6	-21.3
Waltham Forest	199	192	-3.5	150	-21.9	128	-14.7	-36.7
Barnet	261	247	-5.4	263	+6.5	217	-17.5	-16.9
Enfield	249	237	-4.8	209	-11.8	195	-6.7	-21.7
Haringey	209	195	-6.7	180	-7.7	191	+6.1	-8.6

Compared with our adjoining boroughs Haringey has shown the lowest reduction over the last 4 years.

Engineering

a) Local safety schemes

6.4.4. These schemes are solely related to reducing casualties incurred at personal injury accidents (PIAs). The measures are not only to reduce the absolute number of PIAs but also to reduce the severity of injury. Our performance against schemes introduced since 2000 is set out below. Overall we have reduced road collision accident casualties by 59.3 through our programme.

6.4.5. There are overlaps with our safer routes to school programme [see below]. For example, a number of the schemes above produce collision casualty savings for the roads around schools such as Seven Sisters school area, Gladesmore Road area and Harringay ladder roads.

6.4.6. The development of our schemes follows an analysis of personal injury collisions. The analysis identifies collision patterns, develops initial designs for measures to reduce these collisions and provides an estimate of the potential savings in casualties.

6.4.7. For 2004/5 we have implemented schemes on Westbury Avenue, on Green Lanes between Turnpike Lane and West Green Road and in the North Tottenham area.

Table 8: Local Safety Schemes - Monitoring of Accidents and Value for Money

Scheme	Cost £000	Start Date	Completion Date	3 years before		After (months)	Change	% Rate of Return
				Average Annual PIA Rate				
Green Lanes (Endymion Rd – St. Ann's Rd)	155	Apr 00	Dec 00	33.7		19(36)	-14.7	+690
West Green Rd East of Philip Lane	30	Dec 00	Jan 01	14.6		11.3(35)	-3.3	+800
Bounds Green Rd by Selborne Road	85	Jan 01	Feb 01	2.7		1.1(34)	-1.6	+137
Green Lanes / Effingham Rd	30	Jan 01	Aug 01	8		7.3(28)	-0.7	+170
Wolves La/White Hart La	133	Jul 01	Sept 01	2		2.2(27)	+0.2	-109
Green Lanes/Ladder roads	194	Jul 01	Apr 02	11		5.4(20)	-5.6	+210
St Ann's Rd/Black Boy La jct	82	Jul 01	Apr 02	4.3		3(20)	-1.3	+115
West Green Road by Abbotstord Avenue	53	Jan 03	Apr 03	0.7		1.7(8)	+1	-137
Harringay ladder roads between Falkland Road and Umfreville Road and Wightman Road ladder road junctions	150	Aug 02	Nov 02	36.7		11.1(13)	-25.6	+1241
Black Boy Lane	124	Jan 03	Mar 03	10.7		4(9)	-6.7	+393
Shepherds Hill	103	Jan 04	Mar 04	3.3		-		
Stroud Green area [Ferne Park Road between Mount View Road and Ridge Road and Ferme Park Road/Ossian Road jn]	147	Jan 04	Mar 04	2.3		-		
Bounds Green Road by Park Road	79	Jun 03	Sep 03	4.7		0(3)	-4.7	+432
Lansdowne Road	69	Jan 04	Mar 04	4.7		-		
White Hart Lane by Creighton Road	136	Jan 04	Mar 04	6		-		
Lordship Lane by Winkfield Road and Eldsen Road	54	Jun 03	Aug 03	5.3		9(4)	+3.7	-498

% rate of return based on an average current cost of personal injury accident of £72,718			Total change	-59.3	
			Overall rate of return		+265

b) 20 mph schemes

6.4.8. The Council has introduced a number of 20mph zones in recent years including in South Tottenham and the West Green area. The zones are aimed at both reducing the speed of traffic as well as reducing collision levels that can be relatively dispersed in residential areas. There may be potential for increasing the amount of walking and cycling in 20mph zones although evidence from elsewhere has shown that this has not necessarily materialised. The environmental benefits generally outweigh local concerns regarding noise associated with raised speed reducing features. The physical highway features tend to be a self-enforcing of a maximum 20mph speed. We have completed a scheme in the Myddleton Road/Whittington Road area.

6.4.9. The work on safer routes to school has focused on traffic calming measures and a number of 20mph zones have been progressed as part of this initiative.

c) Home Zones

6.4.10. Home Zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users. This is a way to restore safety in communities where speeding traffic is becoming a problem. Home Zones work through alteration of roads so that motorists are forced to drive with greater care and at lower speeds. Elements being measured include traffic volume, speed and displacement, environmental improvement, street activity and changing attitudes.

6.4.11. The aims for Home Zones are:

- To change the way that streets are used and to improve the quality of life in residential streets by making them places for people, not just for traffic
- To improve traffic calming, parking areas, trees and bushes, seating and small play areas slow traffic right down
- To reduce traffic speeds

6.4.12. Clear signs and surface material reinforce the message to drivers that they are entering a different kind of street.

6.4.13. We are currently implementing a large home zone in Tower Gardens estate in north Tottenham which will initially be focused on a 20mph zone with areas within this planned to give priority to pedestrians over vehicle traffic. A much smaller scheme for Linden Road in West Green area has been completed.

d) Safer Routes to School

In England about 8.3 million children make their way to school every day.

6.4.14. Approximately 25% of them are taken to school by car this is a significant increase from the 1980's when only 16% went by car.

6.4.15. Our Safer Routes to School schemes promote walking and cycling and will lead to less congestion on our roads and a healthier lifestyle for our children.

6.4.16. Safer Routes to School schemes will include engineering works such as traffic calming, speed humps, cushions, junction treatments, new crossing facilities, and also school based measures such as School Crossing patrols, Walking buses and on and off road cycle training.

6.4.17. Consultation takes place with local residents, staff, governors and parents of adjacent schools before any scheme is adopted.

6.4.18. We have introduced Safer Routes to School schemes in North Tottenham, West Green Learning Neighbourhood area and Woodside/Bounds Green area. Schemes have commenced in South Tottenham, Muswell Hill and Alexandra Park areas. Further funding is sought in the BSP for 2005/6 to continue this work.

6.4.19. The focus for safer routes to school will in future years be on developing School Travel Plans. These are led by the schools concerned with partnership working with the Council, police, local health authority and parents and pupils [see section below for more information on School Travel Plan work]

e) Cycling Schemes

6.4.20. The Council is keen to support higher levels of cycling in the Borough and have over many years provided infrastructure such as cycle routes and cycle crossings to support this sustainable mode of transport. The Council aims to reduce the level of cycle casualties by providing suitable facilities. However, there is a risk of increasing the number of cyclist casualties by encouraging a general increase in the amount of cycling. Evidence from elsewhere in the UK and Europe has shown that by achieving a critical mass of cycling cyclist casualties decrease proportionately.

6.4.21. We are working on implementing the London Cycle Network Plus which will provide cyclists with fast, safe and comfortable conditions on key high demand routes. To complement this network we are planning local cycle

routes to connect with LCN Plus, local shopping centres, stations and other key destinations.

6.4.22. Recent work has included new toucan crossings on Wood Green High Road, Mayes Road and Lordship Lane that will also benefit pedestrians.

f) Pedestrian Schemes

6.4.23. Walking is the most sustainable method of transport that has benefits such as improving the health of the individuals. The Government has recently recognised the importance of walking and cycling in tackling rising levels of obesity amongst the population at large. Walking is the most frequently used form of transport in the Borough, especially by women.

6.4.24. The Council has implemented as many schemes that very limited funds have allowed. Schemes include the pedestrian phase at traffic lights such as at Upper Tollington Park/Stroud Green Road junction.

6.4.25. The Council has converted a number of zebra crossings to pelican or puffin or toucan crossings. This generally improves the safety of pedestrians and cyclists crossing busy roads but can increase pedestrian walk times by delaying people crossing a road.

6.4.26. Where possible, we are progressing certain measures such as the provision of new crossing facilities, pedestrian refuges, footway extensions, graded ramps at crossing points, textured paving at formal crossings as well as various complementary measures such as guard rails, warning signs, and anti-skid surfacing.

6.4.27. Following a study undertaken in 2003/4, we have completed initial works to assist pedestrians at the Wood Green High Road/Bounds Green Road junction. The works are expected to complete in 2005/6. We are also expecting in 2005/6 to signalise the Wood Green High Road/White Hart Lane junction that will provide a safe pedestrian crossing facility.

6.4.28. The Council has recently implemented a number of pedestrian schemes. These include dropped kerbs in South Tottenham area, new zebra crossings on Wolves Lane, Lordship Lane, Dukes Avenue, Creighton Road, Mountview Road and Muswell Hill.

Education, Training and Publicity

6.4.29. The Council runs a number of education and training initiatives particularly aimed at vulnerable road users. Haringey have some of the best-qualified teaching staff in London dealing with road safety issues for people with learning disabilities.

6.4.30. The Council's work covers a wide range of initiatives. These are summarised below:

- School visits: Promotion of road safety in pre-school and primary schools; advise to potential young drivers at secondary schools. We are working on Childrens Traffic Club in schools which is being funded by Transport for London. Theatre visits to schools are ongoing.
- Community groups: Provision of ETP material for various community groups with two officers dealing with Bengali, Pakistani and Turkish communities.
- School Travel Plan: The twice-a-day school journey is an area of concern. Children are currently over represented in pedestrian casualty statistics. Furthermore there is an increasing reliance on the car as a means of transport to school. Changing these trends and making the journey to school a safer, healthier and positive experience is an aim of the Council.

The Council is promoting School Travel Plans as a practical method of addressing this issue. Travel Plans allow schools to take ownership of the journey to school. A School Travel Plan is a written document adopted by a school that encourages safe, healthy and sustainable travel to and from school. Travel Plans can benefits schools by:

- Creating a safer school journey for pupils and teachers
- Reducing traffic congestion and pollution around schools
- Improving children's general health and fitness
- Helping to foster stronger links within the community

To assist local schools in develop their own Travel Plans the Council has dedicated School Travel Plan Advisors. Our advisors will be liasing with Haringey schools to support them with the production of a travel plan. Our school travel plan strategy is in Chapter 8.

- Campaigns and Publicity: The Council actively participates in national, London-wide and local campaigns including Walk to School week, speed campaigns and Transport for London's Children's Traffic Club. We operate a car seat advice service to minimise the dangers of incorrectly fitted or incompatible child restraints.
- Child pedestrian training: The Child Pedestrian Training Scheme is aimed at Key Stage 1 pupils (5 – 7 year olds). Twelve schools (900 pupils) will be participating in a new training scheme called "Kerbcraft". This is a pilot scheme funded by the Department of Transport in partnership with the Council. The project is a key element in the Government Road Safety Training Scheme. The training programme includes three skills:

Draft Local Implementation Plan

Chapter 6 Road Safety Plan

- Choosing safe places and routes
- Crossing safely between parked cars
- Crossing safely near junctions
- Travel training for people with learning disabilities: Funding under the Pathfinder Transport Project enabled delivery of travel training to young adults from a special school in Tottenham. The funding also enabled some of the Borough's teachers of young people with learning disabilities to take part in a training course.
- Training skills for other groups: Other key groups have also been trained including teaching staff and occupational therapists.
- Driver Training: We undertake a Theory Test Training course for the driving test. For Council staff we carry out a driver assessment. This project has been running since 1995 which aims to improve the standard of driver for both prospective Council vehicle drivers and drivers from outside organisations who use Council vehicles. We have been working closely with local driving instructors to improve the standards of road safety education and to exchange information and have formed ADIRSOH (Approved Driving Instructors and Road Safety Officers of Haringey).
- Older Road Users: We have initiated work with older pedestrians to assist them in understanding road safety issues. We have contracted a theatre company to promote this understanding.
- School Crossing Patrol: The Council took over responsibility for the school crossing patrol in 2000. There are over 30 designated sites in the Borough. The staff provide a key role in supporting our safer routes to school work.
- Cycle training: We undertake cycle training to any child over 10 years of age. These courses are carried out off road and provide basic cycling skills vital to anyone using a cycle. As part of these courses pupils are taught basic road theory using the Highway Code for Young Road Users.
- During the summer periods the Road Safety Team organise cycling courses in the East and West regions of the borough to meet the demands of all potential trainees in Haringey.

6.4.31. We have also received funding from Transport for London to undertake schools cycle training and for local adult residents. The training is a mixture of on-road and off-road training to provide a more realistic training programme to meet the traffic characteristics of many of the Borough's roads. We have carried out surveys of adults who have undertaken the training. This has showed a general increase in cycling following the training and an

increase in confidence in cycling and using the training to cycle on busier roads.

Enforcement

6.4.32. The Police are responsible for the enforcement of offences such as drunk driving and speeding. The priority given by the Police to dealing with traffic offences has been lowered in recent years. Speeding traffic is an issue on many of our roads that we have sought to address by the engineering measures outlined above. However, funding to introduce engineering measures is restricted and has not been sufficient to address all the road crash sites.

6.4.33. The police have created a Problem Solving Casualty Reduction Group (PSCRG) with each collision hot spot sergeant, local officers, traffic management unit member, unit intelligence officer as well as the tasking team sergeant and unit management team. Here hotspot activity is discussed, potential activity, tasks and operations are prioritised and authorised. The police contact the Council and discuss appropriate action at all killed and seriously injured accidents.

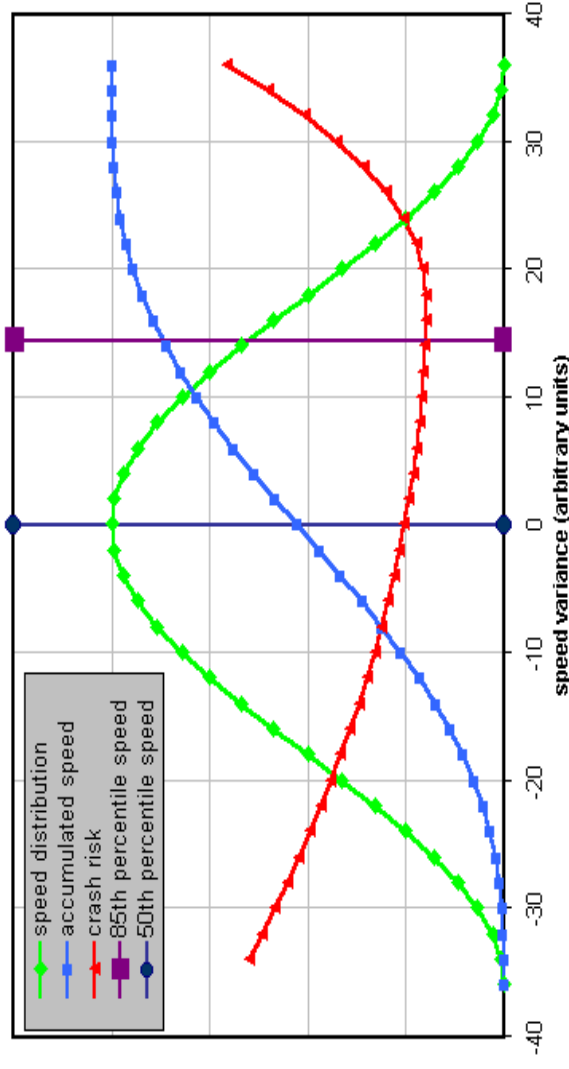
6.4.34. Research has shown that the majority of fatal and serious injury collisions are as a result of the following key offences:

- Exceeding the speed limit
- Drink/drug driving
- Not wearing seat belts
- Using mobile phones

All these currently need to be enforced by the Police.

The graph below shows the effects of speed limits on driver behaviour.

1. Speed distribution and crash risk



6.4.35. The red curve shows the accident risk of drivers in relation to their chosen speed within the speed distribution. It shows that accident risk does not rise in relationship with speed but is lowest for drivers travelling in the 80th to the 90th percentile speed range. At speeds above the 90th percentile the risk of a collision increases. In essence drivers who travel at around the 85th percentile speed are safest and most competent.

6.4.36. Local speed limits should only be used if 85 out of 100 vehicles are already travelling at the speed it is wished to impose. Experience shows the speeds of these 85 vehicles are likely to influence the speed of the other 15. This makes the speed limit largely self-enforcing and consequently makes for a manageable enforcement task.

6.4.37. The London Local Authorities Act 2003 provides for boroughs to undertake enforcement of a wide-range of moving vehicle offences except that of speeding. Because of the significant change to the system a pilot scheme will be undertaken in 6 boroughs. The Council will be seeking to take on these powers when allowed to do so.

6.4.38. The Council is taking on DVLA powers from 1 July 2004 which will allow us to remove unroadworthy cars. Actions to reduce the high level of unregistered and often unroadworthy vehicles in the borough should contribute to a reduction in collision casualties. We are also operating clamping and removal service to reduce the levels illegal parking.

6.5. CURRENT RESOURCES

6.5.1. Our main capital funding for actioning the Road Safety Plan comes from the annual BSP submission. Our broad road safety programme for the period 2005/6 to 2008/9 is in Chapter 5. Our BSP allocation for 2005/6 includes the following funding for a number of Transport Areas which will impact on our delivery of the Plan:

Local safety scheme	£415,000
20mph zone	£450,000
Cycling	£370,000
Walking	£290,000
Streets for People	£350,000
Safer Routes to School	£360,000

Total	£2,235,000

Additional funding will be forthcoming in 2004/5 from Neighbourhood Renewal Fund for a safety scheme in the Bruce Grove area.

6.5.2. We are frequently successful in obtaining funding from developers through Section 278 agreements and Section 106 obligations. In 2004/5 we completed in a scheme on Bishopswood Road, Highgate. In 2005/6 we are expecting to provide a toucan crossing of Hornsey High Street using Section 278 funding and have Section 106 funding to widen and enhance Penstock footpath for cyclists and walkers.

We will also be using DfES funding for promoting school travel plans. This funding will continue into 2005/6.

6.5.3. For 2005/6 £2m has been allocated by the Council for improving street lighting and road maintenance for non-Principal roads. In addition £375,000 has been set aside for footway improvement works. This work will support improved road safety.

6.5.4. We are introducing in 2004/5 and 2005/6 traffic management measures in the Alexandra Park area to mitigate the impact of rat-running traffic from the North Circular Road. This is likely to have road safety benefits.

Using the Council's own financial resources we currently employ 15 staff in our Traffic Management and Road Safety Group. This includes 7 staff are in the Road Safety Training Team of which 3 are temporary posts to promote school travel plans and safer route to school.

6.6. GOOD PRACTICE AND BENCHMARKING

6.6.1. There is evidence that 20mph zones are effective measures to reduce road crash casualties over an area. A recent Transport for London study has shown that 20mph zones in London reduced killed and seriously injured casualties by 57% and the frequency of injury crashes by 42%.

6.6.2. We are continually reviewing our actions to deal with speeding. Vehicle activated signs can help reduce speeds although there is evidence from elsewhere in London that the effect of signs wears off with familiarity and need to be moved regularly to different locations. A pilot study is being implemented in Wolseley Road and Shepherds Hill where there is believed to be high levels of speeding. The Vehicle Activated Traffic Calming Signs (VATCS) is being put at this site. This device shows whether a car is travelling to fast and is aimed to reduce the speeds of drivers before and after school opening hours. Drivers are also made aware of their own speed in order for them to reduce it. A data log facility is aimed to be put in place to show the volume of traffic during peak times, as well as how many cars travel over the 85th percentile.

6.6.3. Speed cameras can be controversial with accusations that highway authorities have introduced them as a purely financial benefit. However, when set correctly speed cameras can provide a positive contribution to road safety in the following ways:

- They guide in experienced drivers away from exceeding safe speeds.
- They warn drivers of unexpected hazard density.
- They provide a basis for enabling the police to prosecute those who drive at speed.

6.6.4. Currently, it is not possible for speed cameras to be used to enforce 20mph speed zones. 20mph zones need to be enforced through engineering methods.

6.6.5. Gloucester Safer City Project implemented a SPECS speed camera system as a traffic calming measure to improve road safety along three main routes in the City. SPECS is a digital safety camera system providing point-to-point speed enforcement based on calculation of average speed. The system can only be used on a single route at a time and works by matching registration numbers entering and leaving the route. By measuring time between matchings the system can calculate average speed between the two cameras. The scheme seems to be well received by the public. The roads mostly carry local traffic and compliance with the speed limit appears good. However, a number of drivers realise that they can avoid speed detection if they turn off the route before the second camera.

6.6.6. Hull has implemented over a 100 20mph zones. The vast majority of these use speed humps to reduce speeds. However, the crash casualty savings have been impressive with reductions between 1994 and 2002 of 34% in child casualties, 44% for all pedestrians and 44% for child pedestrians and 20% for all cycle casualties. Overall, all collision casualties have been reduced by 14% against a reduction of only 1% for Great Britain as a whole.

6.6.7. York has adopted a Speed Management Plan which aims to reduce traffic speeds in a way that is acceptable to the public. Under the Plan roads are categorised into three types: Traffic routes, Mixed priority routes and Residential areas. Each type has a target speed and an indication of the measures which could be used to reduce collision casualties. The scheme appears to work with data for specific sites showing 52% reduction in casualties and an 11mph reduction in speed.

6.6.8. The Council's performance in reducing crash casualties and their severity should be benchmarked against similar authorities in London. The type of borough for the benchmarking should reflect the characteristics of Haringey such as in terms of deprivation and urban density. An analysis of CIPFA data used to compare outer London boroughs suggests that the following boroughs provide similar characteristics: Newham, Waltham Forest, Barking and Dagenham, Ealing and Brent.

6.7. SUMMARY OF ISSUES

6.7.1. The main thrust of this Plan is to focus our limited resources at reducing the number of road collisions and casualties to meet externally set targets. The issues surrounding meeting these casualty reduction targets does not solely relate to traditional road safety measures. There are a number of issues that the Council needs to address as part of this Plan.

- Promotion of walking and cycling and the possibility of increasing collision casualties. However, the experience of York indicates that there is not necessarily a link between increasing cycling levels and more collisions. In York around 20% of trips are made by bicycle. Over the last 10 years casualties have been reduced by 30% while peak hour cycling has increased by 10%. York has consistently invested in traffic calming, measures to reduce traffic and in facilities for cyclists.
- Much of our work will be concentrated on improving the environment for vulnerable road users such as pedestrians and cyclists. Primarily this work relates to reducing the speed of traffic. The Council is conscious of the sometimes controversial nature of some measures to reduce road casualties. There has been considerable debate recently on the issues surrounding implementing road humps. The Council does not put in additional road humps preferring the use of speed cushions and speed tables as vertical measures to slow traffic. However, Hull has been very

successful in reducing casualties through 20 mph zones which are predominantly based on speed humps. There are general environmental issues surrounding vertical speed reducing features such as noise and vibration and speeding up between cushions/speed tables.

- Around 25% of all collision casualties in Haringey occur on the Transport for London Road Network. We are keen to work with TfL to improve safety on these main roads. Close liaison will be necessary to promote safety and develop schemes.
- Our collision data shows that in addition to TLRN roads crashes are concentrated on our own main road network. These roads have important traffic carrying function and are often shopping areas with associated servicing and high levels of bus flows. There is therefore potential conflict between the different users of these roads which needs to be considered in dealing with road safety collisions.
- In strict terms walking, cycling and travel by powered 2 wheelers is less safe than other modes. However, there is a lack of data to assist us in assessing the risk that is related to the amount of travel by each mode and the length of a typical journey. It is hoped that LATS 2001 will provide some information on this.
- We have for many years undertaken education and publicity work on road safety issues. The value of a particular initiative is difficult to assess and consequently it is difficult for the Council to target its resources where it will make the greatest impact in reducing crash casualties.
- The amount of driving to school has increased in recent years. One of the main issues raised by parents is the unsafe nature of the road network to encourage more walking and cycling. The increasing amount of driving merely exacerbates the problem. The key is to break the trend.

6.8. ROAD SAFETY: THE PLAN FOR THE FUTURE

6.8.1. This section of the report sets out the proposed way forward for the Council to meet future targets for road safety. The most pressing of these targets are to be met as part of the LPSA by 2006. However there are also national and Londonwide targets that need to be met at a later date.

Overall aim

6.8.2. The overall aim of the Plan is to meet national, Londonwide and Haringey targets for collision casualty reduction whilst seeking to meet the Council's aim to encourage more walking, cycling and public transport and less use of the car.

Road safety targets

The Council is required to meet the following targets to be met by 2010 from an average for 1994-1998 base:

National Targets

- A 40% reduction in the numbers of people killed or seriously injured
- A 50% reduction in the numbers of children killed or seriously injured
- A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres [the methodology for measuring the level of travel is not yet established]

London Targets

- 40% reduction in pedestrian killed and seriously injured casualties
- 40% reduction in cyclist killed and seriously injured casualties
- 40% reduction in powered two wheeler casualties

LPSA Target

- Reduce KSI casualties to 145 by March 2006

6.8.3. Other relevant targets in developing this Plan are those to encourage more school travel plans set by the DfES, and the National Cycling Strategy and TfL's London Cycle Action Plan.

6.8.4. Our priority in the short term given the LPSA target is to reduce KSI casualties over the two year period to March 2006. Work towards the other targets will be progressed with concentration on these after 2006.

Road Collision Analysis

- ◆ We will monitor and analyse road collisions in the Borough regularly with a view to identifying suitable locations or collision characteristics appropriate for remedial treatment
- ◆ We will investigate the collision characteristics of individual sites, junctions, lengths of road for the purposes of engineering accident remedial measures
- ◆ We will review regularly the performance of such measures and assess the value for money achieved
- ◆ We will carry out a highways safety audit on all proposed highway developments in the Borough to ensure that they incorporate good standards of design and construction that will not compromise road safety

- ◆ We will undertake cycle and pedestrian audits, covering safety and design to support these modes, for all road safety, traffic management, bus priority and traffic calming schemes

Action plan

We have identified 17 key action areas that will ensure that we deliver these targets. These are set out below. A detailed action plan is included in Appendix 1 that sets out specific actions under each of these areas.

Partnership working

- 1) We will set up a local partnership to gain ownership of the plan among key stakeholders, ensure effective action and to regularly monitor and evaluate progress. This would be a sub partnership under the Crime Reduction Action Group [CRAG].
- 2) We will undertake lobbying action for example with the DfT and the European Union that could develop vehicle standards to reduce the severity of injuries to pedestrians and support BST throughout the year to increase daylight during the evenings to reduce crash casualties particularly for child pedestrians.

Speed management

Our work in this area will focus on:

- 1) Development of a Speed Management Plan

This will identify types of roads and the suitability of physical measures on these roads in a similar fashion to that operating in York.

- 2) Implementation of 20mph zones

We will seek the implementation of a programme of 20mph zones in residential areas and on main roads as appropriate. Substantial progress has been made and the intention is to build on this work.

- 3) Speed cameras

We will support the introduction of these cameras on roads that meet the road collision criteria. We will also support lower level of criteria for introduction of these cameras such as for 20mph speed limits.

- 4) Investigation of other means of reducing traffic speed

We will look at the value and effectiveness of vehicle activated speed signs and consider other alternatives.

Protecting vulnerable road users

There is some overlap in promoting speed management measures. However, we will be supporting the following measures:

1) Home Zones

We are implementing one home zones in the Borough. We have developed criteria to assess potential future home zones.

2) Cyclist and Pedestrian facilities

We will be seeking financial support for introducing cycling and pedestrian facilities to support safe movement by these modes of transport. We are looking to implement the London Cycle Network Plus as well as local cycle routes. Pedestrian facilities such as zebra crossings and pedestrian phases at traffic lights will be provided subject to funding and feasibility.

3) Powered two wheelers

We will investigate the issues surrounding the high levels of collisions by this mode of transport.

4) Safer Routes to School/School Travel Plans

We will work with local schools to develop a programme of school travel plans with the aim of reducing collision casualties and perceived danger and encouraging more journeys to school by walking, cycling and public transport. The DfES is funding some of this work which will provide a capital grant to each school actively developing its own Plan.

5) Local safety schemes

We will implement a programme of local safety schemes targeted primarily at vulnerable road users.

Education, training and publicity

- 1) We will continue to develop and carry out road safety educational, publicity and training programmes taking particular account of the needs of vulnerable road users and Haringey's multi-racial community.

- 2) We will continue to provide cycle training for school children and adult residents.

Enforcement

- 1) We will work closely with the Metropolitan Police and maintain a team of highways enforcement officers for the purposes of discouraging abuses of highway and traffic law and safeguarding the public.
- 2) We will consider enforcing decriminalised offences [as allowed in the London Local Authorities Act] such as banned turns and yellow box offences.
- 3) Effective enforcement of well designed parking controls can help reduce road collisions and casualties. Problems arise where vehicles are parked so as to impair visibility or obstruct movement.
- 4) We will use parking controls and parking enforcement to improve road safety, particularly to prevent parking offences that create hazards.
- 5) We have ensured that the Parking and Enforcement Plan to be produced as part of the LIP addresses road safety.

Draft Local Implementation Plan
Chapter 6 Road Safety Plan

OBJECTIVE		RESPONSIBILITY OF		
To meet targets on road safety (LPSA and statutory target)		Head of Highways		
TARGETS & PERFORMANCE MEASURES		TIMESCALE		
• Produce a Draft Road Safety Plan		July 2004		
• All Schools to have Travel Plans		2008/9		
• 25% of residential streets by length designated 20mph		2006/7		
• Reduce the total number of KSI road casualties from 180 (2002) to 145.		March 2006		
ACTIVITIES TO BE UNDERTAKEN				
Activities	Milestones	By Whom?	When?	Resources
Develop and implement Road Safety Strategy	- Draft to be produced - Consultation and agreement as part of BSP - Implementation - Annual review	HOH	July 04	TfL
Develop borough-wide road safety partnership	- Initial meeting - Quarterly meetings to take place	HOH	Nov 04	Existing budgets
Develop and implement borough-wide policy on 20mph zones.	- Develop policy and proposals - Consult - Agree proposals - Implement	HOH	Mar 05	Existing budgets
Increase school travel plans	- Recruit advisors - Produce and support plans	HOH	May 04	£25k DfT/DFES NRF
Lobbying for changes in the law	Change in law as requested	HOH	Ongoing	Existing budgets
Development of Speed Management Plan	- Identify proposals - Consult - Agree proposals - Implement	HOH	Jun 05	Existing budgets

Draft Local Implementation Plan Chapter 6 Road Safety Plan
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Maximise 20mph schemes and Safer Routes to School schemes as part of BSP submission in 05/06.	- Identify schemes - Submit bid	HOH	July 04	Existing budgets
Deliver BSP and NRF safety schemes for 04/05.	- Project briefs on all schemes - Consultation - Delivery	HOH	Mar 05	BSP £250k NRF
Deliver home zone in Linden Road in 2004/5	Delivery	HOH	Jun 05	DfT
Improve road safety on other highways works eg planned maintenance.	Identify potential schemes and measures	HOH	Apr 05	Existing budgets
Investigate issues relating to powered 2 wheelers	Study complete	HOH	Apr 05	Existing budgets
Improve evaluation /feedback on existing schemes	- Develop methodology - Input into review of RSAP	HOH	Apr 04 and every ¼	Existing budgets
Deliver cycle training for adults and school pupils	Delivery to budget	AD,PEPP	Mar 05	TfL
Evaluate enforcement of moving vehicle offences	Report on outcome of pilot scheme	HOH	As appropriate	Existing budgets
Inclusion of road safety issues in Parking Plan	Development of Parking Plan	HOH	Mar 05	Existing budgets
Deliver Kerbcraft child pedestrian training scheme	Deliver to budget	HOH	Mar 05	DfT
Road Safety Education	- Increase school crossing patrols - New pack to be sent to all schools	HOH	Sep 04	Existing budgets

The tables below show the junctions and sections of roads in the Borough with the highest levels of pedestrian and child pedestrian collisions. The data covers the period 2001 to 2003.

Table 1: Junctions and Links with Highest Levels of Pedestrian Casualties

Junction	Pedestrian Accidents	Child pedestrian accidents
High Road[N15]/West Green Road*	14	3
High Road [N22]/Lordship Lane	12	3
High Road [N22]/Turnpike Lane	10	5
Lordship Lane/The Roundway [west]	8	2
Bruce Grove/High Road [N17]*	8	2
Great Cambridge Road/White Hart Lane*	7	3
Seven Sisters Road/St Anns Road*	7	2
High Road [N15]/Seven Sisters Road*	7	0
Bounds Green Road/Durnsford Road	6	0
High Road [N22]/Bounds Green Road	6	0
Bounds Green Road/Park Avenue	2	2

Sections of Road	Pedestrian collisions	Child collisions	pedestrian
High Road [N17] between Bruce Grove and Monument Way*	23	5	
Green Lanes between West Green Road and Turnpike Lane	17	0	
High Road [N22] between Turnpike Lane and Alexandra Road	16	3	
High Road [N15] between St Anns Road and Seven Sisters Road*	15	5	
High Road [N22] between White Hart Lane and borough boundary	15	3	
West Green Road between High Road N15 and Philip Lane	14	4	
Lordship Lane between Wood Green High Road and Perth Road	14	2	
Seven Sisters Road between St Anns Road and High Road [N15]*	14	2	
High Road [N15] between West Green Road and Town Hall Approach Road*	14	1	

Green Lanes between St Anns Road and Endymion Road	12	0
High Road [N17] between Park Lane and White Hart Lane	12	0
Turnpike Lane between Wightman Road and High Road [N22]	11	5
Durnsford Road/Albert Road between Alexandra Park Road and Bounds Green Road	7	4
St Anns Road between Seven Sisters Road and High Road [N15]*	6	4
Seven Sisters Road between St Anns Road and borough boundary*	11	3
Park Road between Wolseley Road and Cranley Gardens	11	3
Westbury Avenue between High Road [N22] to Lordship Lane	10	3
Bounds Green Road between Brownlow Road and Park Avenue	9	3
St Anns Road between Hermitage Road and Green Lanes	9	3
Bruce Grove between High Road [N17] and Lordship Lane*	7	3
High Street [N8] between Middle Lane and Church Lane	6	3
White Hart Lane between Wolves Lane and Great Cambridge Road	5	3
Philip Lane between Mount Pleasant Road and Town Hall Approach Road	4	3

* Location or section of road on the TLRN network

Table 2: Junctions with Highest Number of Cycle Collisions

Junction	Cyclist Collisions
Seven Sisters Road/St Anns Road*	3
Green Lanes/St Anns Road	3
Dunbar Road/Lordship Lane	3
Crouch End Hill/The Broadway	3
High Road [N22]/Bounds Green Road	2
High Road [N17]/Monument Way*	2
The Broadway/Tottenham Lane	2
High Road [N15]/Town Hall Approach Road*	2
Hornsey Park Road/Mayes Road	2

* Location or section of road on the TLRN network

The data shows a concentration of cyclist collisions in Crouch End [5 in total over a 3 year period].

Table 3: Sections of road with highest levels of cycle collisions

Sections of Road	Cycle Collisions
Green Lanes between St Anns Road and Endymion Road	7
High Road [N22] between White Hart Lane and borough boundary	6
Crouch End Hill between The Broadway and the borough boundary	6
Seven Sisters Road between St Anns Road and the borough boundary*	5
Green Lanes between Colina Road and Frobisher Road	5
Archway Road between Shepherds Hill and borough boundary*	5
Lordship Lane between High Road and Perth Road	4
Muswell Hill between Queens Avenue and Priory Road	4

* TLRN road

There are 10 sections of road with 3 cycle collisions. The table shows that cycle collisions are related to the main cyclist routes.

The two tables above show the concentration of collision casualties on the TLRN network.

Powered 2 wheelers riders

Table 4: Junctions with the highest number of collisions

Junctions	Powered 2 wheeler collisions
Seven Sisters Road/St Anns Road*	8
High Road N15/West Green Road*	6
Turnpike Lane/High Road N22	6
Turnpike Lane/Wightman Road	6
Endymion Road/Green Lanes	5
Green Lanes/Hermitage Road	5
High Road N15/Philip Lane*	4
Great Cambridge Road/The Roundway*	4
Green Lanes/St Anns Road	4
High Road N15/Seven Sisters Road*	4

* TLRN road

Table 5: Sections of road with highest powered 2 wheeler casualties

Section of Road	Powered 2 wheeler casualties
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Seven Sisters Road between St Anns Road and High Road N15*	20
Archway Road between Shepherds Hill and borough boundary*	20
Green Lanes between St Anns Road and Endymion Road	14
Broad Lane between High Road N15 and The Hale*	13
Seven Sisters Road between St Anns Road and borough boundary*	13
High Road N22 between White Hart Lane and borough boundary	12
High Road N17 between Monument Way and Bruce Grove*	12
Green Lanes between Colina Road and Frobisher Road	11
Watermead Way between borough boundary and Ferry Lane	11

* TLRN road

Both the above tables show the prominence of collisions on the TLRN network.

Casualties by Location

Table 6: Locations (Nodes) with the Highest Number of Collisions 2001-3

Figures for Peds / Cycles are for 2003

Junction	2001	2002	2003	Total	Peds	Cycle
1. *High Road N15 / West Green id	16	12	9	37	14	0
2. High Road N22 / Turnpike Lane	15	10	8	33	10	1
3. *Seven Sisters Road / St Anns Road	12	13	7	32	7	3
4. High Road N22 / Lordship Lane	12	9	6	27	12	0
5. *Great Cambridge Road / White Hart Lane	9	10	7	26	7	0
6. Turnpike Lane / Wightman Road	6	8	9	23	3	0
7. Lordship Lane / High Road N17	4	11	6	21	5	1
7. *Bruce Grove / High Road N17	12	5	4	21	8	0
9. Bounds Green Road / Durnsford Road	7	5	5	17	6	1

Draft Local Implementation Plan
Chapter 6 Road Safety Plan Appendix 2 Collision Patterns

10. *High Road N15 / Seven Sisters Road	5	5	6	7	0
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* TLRN Roads. Haringey Council is highway authority for all other roads.

This table demonstrates that most accidents occur at junctions along Haringey's major roads – Tottenham High Road, Seven Sisters Road and Wood Green High Road.

Table 7: Road Lengths (Links) with the Highest No. of Collision and Rate per Km

Link	2001	2002	2003	Total	Rate / Km	Peds	Cycle
1. *High Rd N17 between Monument Way & Bruce Grove	26	16	18	60	103.4	23	3
2. Bounds Green Road between High Road N22 and Durnsford Road	16	25	17	58	62.4	9	3
3. *Seven Sisters Road between St Ann's Road and High Rd N15	17	21	19	57	83.8	14	3
4. *Broad La between High Rd N15 & The Hale	17	17	23	57	60	11	0
5. Green La between St Ann's Rd & Endymion Rd	23	20	14	54	74	12	7
6. *Archway Rd between Shepherds Hill & Hornsey Lane	16	12	26	54	58	11	5
7. *Seven Sisters Rd between St Ann's Rd & Borough Boundary	18	18	15	51	82.3	11	5
8. High Rd N22 between White Hart La & Borough Boundary	20	17	12	49	55.7	15	6
9. Wightman Road between Endymion Road and Turnpike Lane	16	10	14	40	23.4	7	0
10. *High Rd N15 between St Ann's Rd & Seven Sisters Rd	17	15	5	37	51.6	15	3

* TLRN Roads. Haringey Council is highway authority for all other roads.

Sections of road length that are Haringey controlled and have a higher rate per km than some of those in the table above include:

Table 8: Links with High Collision Rate per Km 2001-2003

Link	Rate per Km
High Road N17 between Bruce Grove and Monument Way	103.4
Seven Sisters Road between St Ann's Road and High Road N15	83.8
Seven Sisters Road between St Ann's Road and Borough Boundary	82.3
Green Lanes between St Ann's Road and Endymion Road	74.0
Archway Road between Shepherds Hill and Hornsey Lane o'bridge	73.4
Bounds Green Road between Brownlow Rd and Park Avenue	62.4
Broad Lane between Ferry Lane gyratory and High Road N15	60.0
Lordship Lane between Wood Green LUL and Perth Road	56.7
High Road between White Hart Lane and Borough Boundary	55.7
Wightman Road between Endymion Road and Turnpike Lane	23.4

The above tables 7 and 8 show similar patterns to Table 6 namely that Green Lanes, Wood Green High Road and Tottenham High Road feature highly as the location of most collisions in the borough. This can be attributed both to the nature of the roads. As well as carrying high flows of traffic they also have active frontages concentrating pedestrian and cyclist activity. This environment brings about more instances of potential conflict between road users resulting in more collisions.

Table 9: Analysis of Major Accident Locations

Location	Personal Injury Accidents (2001-2003)	Linkages with Other Programmes	Accident Pattern
Junctions			
1. High Road N22 / Turnpike Lane	37	GLA Road Safety Plan	9 peds; 4 cyclists; 6 p2w; 6 KSI 11 dark
2. *High Road N15 / West Green Road	33	LCN+	10 peds; 1 cyclists; 5 p2w; 3 KSI 11 dark
3. *Seven Sisters Road / St Ann's Road	32	GLA Road Safety Plan	7 peds; 3 cyclists; 8 p2w; 8 KSI 7 dark
4. High Road N22 / Lordship Lane	27	LCN+	12 peds; 0 cyclists; 3 p2w; 1 KSI 6 dark
5. *Great Cambridge Road / White Hart Lane	26	GLA Road Safety Plan	12 peds; 0 cyclists; 3 p2w; 1 KSI 7 dark
6. Turnpike Road / Wightman Road	23		3 peds; 0 cyclists; 6 p2w; 5 KSI 10 dark
7. *Lordship Lane / The Roundway (West)	23		8 peds; 0 cyclists; 1 p2w; 4 KSI 8 dark
8. *Bruce Grove / High Road N17	21	GLA Road Safety Plan	8 peds; 0 cyclists; 3 p2w; 1 KSI 6 dark
9. Lordship Lane / High Road N17	21		5 peds; 1 cyclists; 3 p2w; 4 KSI 11 dark
10. *High Road N15 / Philip Lane	17	GLA Road Safety Plan	3 peds; 1 cyclists 3 p2w; 2 KSI 7 dark
Links			
1. High Road N17 between Monument Way and Bruce Grove	60	LCN+	23 peds; 3 cyclists; 11 p2w; 13 KSI 19 dark

Draft Local Implementation Plan
Chapter 6 Road Safety Plan

Appendix 2 Collision Patterns

2. *Archway Road from Shepherds Hill to Hornsey Lane overbridge	58		11 peds; 5 cyclists 19 p2w; 14 KSI 19 dark
3. Bounds Green LUL station to Park Avenue	58	GLA Road Safety Plan	9 peds; 3 cyclists; 4 p2w; 11 KSI 16 dark
4. *Seven Sisters Road from St Ann's Road to High Road	57	GLA Road Safety Plan	14 peds; 3 cyclists; 20 p2w; 7 KSI 17 dark
5. Green Lanes between St Ann's Road and Endymion Road	57	GLA Road Safety Plan	12 peds; 7 cyclists; 14 p2w; 6 KSI 20 dark
6. *Broad Lane from High Road to Ferry Lane gyratory	57	GLA Road Safety Plan	11 peds; 0 cyclists; 13 p2w; 11 KSI 19 dark
7. Seven Sisters Road from St Ann's Road to Borough Boundary	51		11 peds; 5 cyclists; 13 p2w; 7 KSI 18 dark
8. High Road N22 from White Hart Lane to Borough Boundary	49		15 peds; 6 cyclists; 12 p2w; 4 KSI 15 dark
9. Wightman Road from Endymion Road to Turnpike Lane (full length)	40	GLA Road Safety Plan	7 peds; 0 cyclists; 9 p2w; 5 KSI 9 dark
10. Lordship Lane from Wood Green LUL station to Perth Road	38	GLA Road Safety Plan	14 peds; 4 cyclists; 2 p2w; 5 KSI 15 dark
Links with Accident Rate per Km			
1. High Road N17 between White Hart Lane and Bounds Green Road.	128.6	27	LCN+ 8 peds; 1 cyclists; 5 p2w; 5 KSI; 6 dark
2. Green Lanes between West Green Road and Turnpike Lane	119	25	GLA Road Safety Plan 17 peds; 1 cyclists; 1 p2w; 8 KSI; 6 dark
3. *Tottenham High Road between Bruce Grove and Monument Way	103.4	60	GLA Road Safety Plan 23 peds; 3 cyclists; 11 p2w; 13 KSI; 19 dark

4. Green Lanes between Colina Road & Frobisher Road	86.8	33	LCN+	8 peds; 5 cyclists; 11 p2w; 6 KSI; 9 dark
5. * Seven Sisters Road between St. Ann's Road and High Road N15	83.8	57	GLA Road Safety Plan	14 peds; 3 cyclists; 20 p2w; 7 KSI 17 dark
6. *Seven Sisters Road between St. Ann's Road and Borough Boundary	82.3	51	LCN+	11 peds; 5 cyclists; 13 p2w; 7 KSI; 18 dark
7. Green Lanes between St Ann's Road and Endymion Road	74.0	57	LCN+	12 peds; 7 cyclists; 14 p2w; 6 KSI; 20 dark
8. *Archway Road between Shepherd's Hill and Hornsey Lane overbridge	73.4	58	LCN+	11 peds; 5 cyclists; 19 p2w; 14 KSI; 19 dark;
9. *High Rd N17 between Town Hall Approach and West Green Road	70.0	21		14 peds; 2 cyclists; 2 p2w; 5 KSI 3 dark
10. High Road N17 between White Hart Lane and Brantwood Road	69.6	16	GLA Road Safety Plan	6 peds; 0 cyclists; 2 p2w; 2 KSI 3 dark

* TLRN Roads. Haringey Council is highway authority for all other roads.

7.1. Introduction

7.1.1. The Council is seeking to improve parking conditions in the Borough. This Parking and Enforcement Plan (PEP) has been developed to provide a strong policy framework to guide the Council's parking management activities. The overall aim of the PEP is to help support a better and safer environment for the Borough.

7.1.2. The PEP identifies the overall policy basis which will guide the Council's parking-related decisions and presents a series of policy recommendations. The PEP is based on prioritising clearly identified parking needs, such as the needs of people with disabilities, local residents and businesses. This will help to manage parking in the Borough on a fair and consistent basis.

7.1.3. The PEP is intended to provide the policy and strategy framework linking the boroughs parking and enforcement issues with the aims of the London Plan and the Mayor's Transport Strategy (MTS).

7.1.4. The PEP will provide the policy framework for effective parking management, which is supportive of strategic objectives for integrated land use and transport planning, environment, social inclusion, economic prosperity and regeneration: all ingredients of sustainable development. It will also be a forward plan for the parking service that will maximize efficiency and continue to drive improvements.

7.1.5. A PEP is a clear policy requirement set out in the Mayor's Transport Strategy (July 2001). Proposal 4G.17 of the Transport Strategy requires London boroughs to submit a Parking and Enforcement Plan as an integral part of their Local Implementation Plan (LIP). A PEP is expected to fully reflect the objectives of the Transport Strategy and, in particular:

- *be comprehensive, including consideration of parking provision, charging regimes, on-street controls and parking standards;*
- *be co-ordinated and compatible with surrounding authorities;*
- *provide a clear strategy for effective enforcement;*
- *support the economic viability of town centres, whilst reducing the overall availability of long-stay parking;*
- *ensure that the needs of disabled people, motorcycles, buses, coaches, business and freight are taken into account, along with loading and signing issues in relation to parking; and*

- *demonstrate how the provision, location, safety and security of public car parks will deliver the objectives of the strategy.*

The scope of this PEP is necessarily broad, in part reflecting the complex and challenging linkages between parking and transport, environmental, economic and planning issues. It examines all factors that influence performance, from infrastructure on the ground to the policies and practices and methods of service provision. It draws on good practice from other London boroughs and aims to build an infrastructure that facilitates effective enforcement allowing Haringey to maximize efficiency and achieve sustainable transport goals for the borough.

7.1.6. The importance of complementary parking policies between the emerging Local Development Framework (formerly UDP) and the PEP is recognised in the London Plan (February 2004), which states that an, 'integrated approach is needed in boroughs, parking policies in UDPs, in exercising their development control functions, and in boroughs' Local Implementation Plans' (3.210).

7.1.7. The PEP is a statement of the future direction of parking policies in the Borough. The main outputs of this PEP are proposals for parking that support economic regeneration consistent with constraining overall traffic volumes within levels which do not jeopardise environmental objectives. The PEP balances all parking needs and demonstrate how they may be met against clear policy objectives and indicate supporting measures that the Council can take.

7.1.9. The Borough falls within the defined North London sub-region, as defined in the London Plan which designates the Haringey Heartlands/Wood Green and parts of Tottenham Hale in the East of the borough as 'Areas of Regeneration', for which clear significant targets have been set for growth in jobs and new homes. Other key areas of change that have been identified in the UDP are: Tottenham High Road Regeneration Corridor; The Bridge New Deal for Communities; Finsbury Park; and Neighbourhood Plan Areas.

7.1.10. In June 2003 the Council prepared a report entitled, 'Parking Service Developments' outlining a three year Forward Parking Plan for the Borough. Some of the PEP policy recommendations draw directly from this document.

Policy Plan Structure

7.1.11. Following this introductory section, Section 7.2 discusses the general context of the Haringey Parking and Enforcement Plan. Section 7.3 identifies the PEP objectives and priorities.

7.1.12. Good parking management is underpinned by robust parking data and information technology and informs the decision-making process. Section 7.4 describes the policy with regard to data collection and management.

7.1.13. The following sections give policies for a range of parking management topic areas, comprising: on- and off-street parking supply and charges (Section 7.5); the Council's CPZ Strategy (Section 7.6); parking permits and charges (Section 7.7); disabled parking, including Blue Badges (Section 7.8); parking enforcement (Section 7.9); non-car modes such as cycles, powered two-wheel vehicles and coaches (Section 7.10); parking guidelines for new developments (Section 7.11) and customer satisfaction, including consultation (Section 7.12).

7.1.14. Finally, supporting policy mechanisms, such as travel plan initiatives and the management of the Transport for London Road Network (TLRN) or Red Routes are discussed in Section 7.13.

Summary of Parking and Enforcement Plan Policies

- P1 The Council will assess the need for parking controls at junctions
- P2 The Council will allocate on-street kerb space in accordance with the Council's defined hierarchy of parking need
- P3 The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay shopper and visitor parking
- P4 The Council will review and minimise footway parking in the Borough; the introduction of new footway parking will be discouraged
- P5 The Council will undertake a comprehensive review of on-street pay and display charges.
- P6 The Council own a number of off-street car parks and is seeking to improve off-street parking in the Borough.
- P7 The Council will maximise the use of existing off-street parking facilities in the Borough's main town centres.
- P8 The Council will not support the provision of additional public off-street car parks. Improvement of existing car parks will be undertaken, subject to resources.
- P9 The Council will undertake a comprehensive review of off-street pay and display charges.

- P10 The Council will develop transparent criteria for use in considering further CPZs
- P11 The Council is committed to full consultation on new or extended CPZs and adopted a consultation strategy in June 2002.
- P12 The Council will undertake a review of new CPZs one year after implementation and will undertake a rolling review of all CPZs in the Borough every 5 years.
- P13 The Council will introduce 'Stop & Shop' pay & display facilities in key areas;
- P14 The Council will develop and update a dispensation scheme for builders and other workers with commercial vehicles; and
- P15 Replace free bays with Pay and Display facilities to ensure turnover and improve enforceability.
- P16 The Council will review the current procedures for allocating a disabled bay.
- P17 The Council will not introduce dedicated disabled bays.
- P18 The Council will review the criteria for the allocation of disabled bays
- P19 The Council will restrict residents permits to one per adult vehicle using member of a household
- P20 The Council will review the cost of residents parking permits.
- P21 The Council will review the visitor's voucher scheme including charges, but the Council acknowledges the need for the Scheme
- P22 The Council will only allocate business permits to businesses who can demonstrate a genuine need for a car to carry out their daily employment duties.
- P23 The Council will adopt the policy of varying business charges taking account of local demand. A premium will be charged for second and subsequent business permits. A discount will be provided for electric vehicles and for "green" fuelled vehicles
- P24 The Council will withdraw the Essential Worker Permit scheme and replace it with an alternative scheme with strict limitations.

P25 The Council will investigate linking charges for doctor's permits to the proposed charging structure for business permits.

P26 The Council will provide enforcement that supports a fair, consistent, transparent, policy-driven and quality-led enforcement regime.

P27 The Council will work with in partnership with the Metropolitan Police and other agencies to achieve a safer, more attractive street scene.

P28 The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking regulations.

P29 The Council will continue to use clamping and removal to enforce parking restrictions

P30 The Council will ensure that secure and conveniently located cycle parking and storage facilities are provided across the Borough especially in areas of high demand.

P31 The Council will ensure that several secure, conveniently located and free powered two wheeler parking facilities are provided across the Borough, especially in areas of high demand.

P32 The Council will ensure there is secure, convenient cycle parking and storage facilities are provided in areas of high demand across the Borough.

P33 The Council will maximise linkages between the PEP and the Council's emerging Travel Plan, and identify mechanisms to deliver a range of sustainable travel initiatives, including Car Clubs, car sharing, car and bike pools within the context of travel plans for existing and new development in the Borough.

P34 The Borough will encourage the development of Car Clubs by providing, subject to criteria, free on and off street parking for approved schemes.

7.2. Context

7.2.1. Haringey is a diverse Borough undergoing change and faces a mixture of inner and outer London problems creating a unique environment.

7.2.2. Parking services within Haringey have been continuously developing and expanding since 1994. Its primary aims are to reduce the increase in car journeys ensuring that traffic can move more safely and efficiently through the borough and to make the borough's roads safer and street environment more pleasant for all users. This is achieved by a fair and equitable enforcement of parking controls.

7.2.3. The Parking service now includes all aspects of the on street parking functions and abandoned vehicles; this includes enforcement, notice processing, cash handling, permit administration, debt recovery, representations and appeals, lines, signs and equipment maintenance. The service also manages the Council car parks and manages the Council's public safety CCTV monitoring.

7.2.4. Transport for London (TfL) is responsible for the Transport for London Road Network (TLRN), or Red Routes. The Council is responsible for all other public streets in the Borough.

7.2.5. Car ownership information for both 1991 and 2001 for the London Borough of Haringey is summarised in Table 7.1.

Table 7.1 Haringey 2001 Car Ownership Levels

No. Cars/Vans Per Household	No.% Haringey Households by Car Ownership and Year			
	1991		2001	
	No.	%	No.	%
0	42,598	49.9	43,000	47
1 ⁽¹⁾	32,681	38.3	38,000	41
2	8,588	10.1	9,600	10
3+	1,414	1.7	1,650	2.0
All	85,281	100.0	91,900	100.0

(Source: Local Area Statistics from 1991 and 2001 Census, www.Haringey.gov.uk)
1. 1991 data available for 0 to 3+ cars/vans per household only.

7.2.6. The Census results for the last two decades indicate that the level of car ownership has increased in the Borough over time. In 1991 approximately 49.9% of Borough households did not own a car. By 2001 this figure had fallen to 47% An increase in multiple car ownership is also evident in Table 7.1. Relative to other inner London boroughs, Haringey's car ownership levels are still low.

7.2.7. Local evening and night time economies are expanding in particular areas, notably Wood Green Crouch End and Tottenham High Road Areas. This growth can exacerbate on street parking conflicts between local residents and visitors to these vibrant areas.

7.2.8. The PEP takes on board the diverse range of both internal and external challenges to the Borough, particularly the need to balance economic, social and environmental objectives. The growing demands for car ownership and access within the Borough threaten air quality objectives and undermine the maintenance of a safe and efficient road network. Change is the main challenge facing Haringey and this will place an increasing emphasis on the need for effective parking management to resolve potential policy and practical conflicts.

7.2.9. The PEP is a strategic policy instrument, with a firm basis in transport policy, which sets out in a clear and transparent way in which parking management within the Borough will progress over the coming years.

7.2.10. There are a number of key parking issues which are addressed in the PEP. The PEP will:

- provide a clear framework for the possible expansion of CPZs within the Borough;
- take into account planning, land use and transportation issues;
- ensure that a clear parking enforcement strategy is developed;
- take into account inter-borough car parking enforcement issues;
- ensure that a clear framework which addresses parking for disabled persons within the Borough, as well as mechanisms for dealing with fraud of the Blue Badge Scheme;
- ensure that the PEP is consistent with the Council's overarching strategic policies and strengthens linkages with the cross cutting services, for example Parking Services – in targeting abandoned and untaxed vehicles and allowing access to street cleaning and refuse vehicles; and
- develop a coherent and transparent policy for different types of parking permits, including a rational underpinning of the pricing structure of permits.

7.2.11. The Policy Plan provides the strategic policy framework for the PEP and presents a series of policy recommendations to guide the overall direction of parking management in the Borough.

7.2.12. The PEP forms one element of the Council's wider traffic and transportation policies feeding into the Local Implementation Plan, which

together have the common aims of reducing the need to travel by private car, improving alternative travel modes, linking land use and transport planning whilst supporting initiatives to increase economic activity and community and environmental regeneration throughout the Borough. It is recognised that parking initiatives in isolation are insufficient to achieve wider transport, environmental, social and economic benefits and must be assisted by a range of supporting mechanisms.

7.3. Plan Priorities and Objectives

7.3.1. The Policy Plan provides the basis for a strongly policy-led PEP, which reflects parking policies across the national, regional, London-wide and local policy tiers. The PEP Policy Plan will be reviewed in order to keep up to date with relevant emerging policies and best practice.

7.3.2. Parking management can influence how and when people travel by car and other transport modes and, therefore, affects a wide range of people, organisations and places in Haringey. Parking policies, from the national to local level, seek to restrain unnecessary private car travel, especially for local trips within the Borough, and encourage sustainable travel choices, such as public transport, walk and cycle.

7.3.3. The supply, location and pricing of parking can influence travel choice, including car use and, ultimately, car ownership. Parking policies are generally used to reduce unnecessary car trips, for example by deterring long-stay commuter parking in town centre areas with good public transport accessibility, such as Wood Green, Crouch End and Tottenham.

7.3.4. Parking policies therefore can help achieve the Council's traffic reduction targets, as well as National Air Quality Strategy objectives to reduce vehicle emissions and improve local air quality in the Borough. The Council also aims to provide for short-stay shoppers through the 'Stop and Shop' Scheme and other visitor parking in the Borough's main retail areas to support town centre regeneration initiatives.

7.3.5. It can be helpful to define a clear hierarchy of parking need for the Borough to assist overall parking management and prioritisation. This can be from both a road user and vehicle type perspective, as shown in Table 7.2. below.

7.3.6. A clearly defined hierarchy of parking need helps to balance the use of street space in the Borough and create a safe and pleasant street scene. Parking management should take specific account of pedestrian needs and access as a priority and generally improve the walking environment.

Table 7.2 Hierarchy of Parking Need

Hierarchy Type	Priority
Road User	• local disabled resident parking need • non-local disabled parking need • local resident parking need • local business essential parking/servicing need • short-stay shopper/visitor parking need • long-stay shopper/visitor parking need • long-stay commuter parking need
Vehicle Type	• emergency vehicle • cycle • bus • public service vehicle • powered two-wheeler • taxi • shared/pool car • cleaner/greener private car • conventional private car

7.4. Objectives

7.4.1. This section identifies both Strategic Objectives and Parking Objectives to provide a robust policy framework for the PEP. The Strategic Objectives are drawn from strategic policy guidance, as well as the 2004 Revised Deposit Unitary Development Plan (UDP) and will deliver high-level strategic policies in relation to the broader transport environment. The Parking Objectives are more specific and provide guidance for parking management in the Borough.

Strategic Objectives:

7.4.2. The PEP Strategic Objectives (S1 to S5) are:

- S1 To reduce the need to travel, especially by car, and encourage more sustainable patterns of travel.
- S2 To manage overall traffic levels in the Borough to reduce traffic congestion and realise environmental and safety benefits.
- S3 To encourage the development of an efficient and effective transport system which maximises regeneration opportunities.

S4 Promote the social and economic revitalization of the Borough's town centres and other centres by improving accessibility for all modes of travel.

S5 To support Borough initiatives to improve air quality.

Parking Objectives

7.4.3. Beneath the strategic objectives are number of objectives relating to specific aspects of the PEP. These are:

- a) the Council will meet the needs of all road users by:
 - managing the overall parking supply and demand to allocate space based on parking need and priorities
 - supporting the legitimate parking and loading requirements of businesses
 - supporting safe and efficient operation of public transport services in the Borough
- b) the Council will support effective parking management by:
 - co-ordinating the management and charging of on-and off-street parking to ensure a comprehensive and complementary approach
 - allocating parking permits based on transparent principles giving priority in accordance with a defined hierarchy of parking need
- c) the Council will seek to improve sustainable access by:
 - seeking the provision of cycle parking in new developments
 - providing secure cycle parking especially in areas of high demand
 - ensuring that parking management is supportive of sustainable travel initiatives such as travel plans, car clubs and car free developments
- d) the Council will meet environmental objectives by:
 - ensuring that parking management is supportive of local environmental improvement initiatives

7.5. Parking Supply and Charges

7.5.1. Parking supply, especially on-street road side space, is limited and under increasing pressure as car ownership (and multiple car ownership) grows in the Borough. An effective parking policy framework is therefore

essential in order to manage potentially competing and intensifying parking demands in the Borough.

7.5.2. Charging policies for both on- and off-street parking can significantly influence parking demand, parking space turnover and, ultimately, car use and ownership. Parking charges are also a highly sensitive subject and are often the result of political judgment, rather than being the outcome of defined pricing criteria.

On-street Supply

7.5.3. On-street parking is a serious problem in many areas around the Borough particularly around rail stations where commuter parking creates local accessibility problems. Extensive lengths of Haringey's roads are covered by waiting and loading restrictions. These were introduced over several decades mainly for the purposes of relieving congestion on the main traffic routes, ensuring that kerbside space is available for deliveries or to maintain visibility and standards of safety. The speed and reliability of bus services in particular are adversely affected by illegal and inconsiderate parking. Such parking can present a considerable hazard to pedestrians and cyclists.

P1 The Council will assess the need for parking controls at junctions.

7.5.4. In Haringey just under 20 percent of the Borough's area is presently controlled, i.e. has a controlled parking zone (CPZ) in place (CPZs are discussed further in Section 5). Outside of these CPZs, generally in the uncontrolled areas to the north and east of the Borough, only limited lengths of kerbside waiting and loading restrictions or yellow lines are in place on-street.

7.5.5. Where the Council has introduced CPZs, different types of on-street parking bays are put in place (e.g. resident's bay, business permit bay, pay and display bay and shared use bay) to meet specific local parking needs.

7.5.6. Shared use bays can be introduced in CPZs to meet a range of local parking needs. These bays can be used by any parking permit holder and also offer pay and display parking for visitors. Shared use bays are therefore a flexible form of parking suitable for areas with competing on-street parking demands.

7.5.7. However, in some parts of the Borough, especially outside public buildings long-stay parking activity by parking permit holders in shared use bays reduces the availability of short-stay and pay and display parking. In

these circumstances there is a need for pay and display only bays to meet short-stay on-street parking demands.

7.5.8. In parts of the Borough footway parking currently takes place. In these areas parked vehicles dominate the street scene and can cause obstruction to other road users, such as parents with push chairs and disabled people. This contravenes the Highway Code, which requires drivers to show consideration for all road users.

7.5.9. Footway parking is not permitted in London under Section 15 of the Greater London Council (General Powers) Act, 1974. Exceptions are in designated streets for which Traffic Management Orders (TMOs) are published that regulate such activity. There is very limited designated footway parking across the Borough.

7.5.10. On-street disabled parking policy is specifically examined in Section 8. On-street powered two-wheel vehicle and cycle parking policies are examined in Section 10.

7.5.11. As competing parking demands intensify and conflict, the need for skilled and effective on-street parking management based on clearly defined priorities increases. It is essential that this management process is guided by a firm understanding of variations in on-street parking supply and demand across the Borough.

7.5.12. The designation or allocation of on-street road side space therefore needs to accord with the parking need hierarchy set out in Section 2 (see Table 7.1).

P2 The Council will allocate on-street kerb space in accordance with the Council's defined hierarchy of parking need

7.5.13. The Council can vary the supply, location and charging of on-street kerb side space to both encourage or discourage specific parking demands, e.g. giving priority to short stay shopper/visitor parking in the Borough's six main town centres of Wood Green, Bruce Grove/Tottenham High Road, Crouch End, Green Lanes, West Green Road/Seven Sisters and Muswell Hill to support the local retail economy.

P3 The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay shopper and visitor parking

7.5.14. Footway parking results in higher maintenance costs for the Council. Footways are not designed to take the weight of motor vehicles and, as such, damage to the pavement can occur. Transport policies emphasise the need to prioritise pedestrians, reduce the dominance of the

car and, in doing so, improve the street environment. The Council should therefore minimise footway parking in the Borough to ensure that local pedestrian access and amenity is not adversely affected.

P4 The Council will review and minimise footway parking in the Borough; the introduction of new footway parking will be discouraged and space for parking taken from the carriageway wherever feasible

7.5.15. The Council should review on-street parking supply in a clear, consistent and transparent manner. This review process should be informed by robust data generated by the data management strategy, as well as local consultation. The review process is important to identify local parking supply and demand and, in doing so, help to meet and manage local on-street parking needs.

7.6. On-street Charges

P5 The Council will undertake a comprehensive review of on-street pay and display charges.

7.6.1. The Council's current on-street pay and display charges vary depending on the area, the business concentration, and the demand for parking in the area. This establishes the principle of variation in parking charges across the Borough to reflect local parking conditions.

7.6.2. Pay and display charges will reflect local on-street parking demand and turnover of spaces. Where demand for short-stay parking is high (e.g. around busy shopping areas and public buildings), the pricing mechanism (in parallel with the maximum length of stay) will be used to encourage rapid turnover of spaces.

Off-street Supply

7.6.3. Publicly-available off-street parking is an important element of the total parking stock and, similarly to on-street provision, its availability influences the overall number of car trips. The management of off-street car parks can therefore be an important tool in discouraging non-essential car-based trips, such as commuter journeys, where there are alternative and more sustainable travel choices realistically available.

P6 The Council own a number of off-street car parks and is seeking to improve off-street parking in the Borough.

7.6.4. The Council owns a limited number of small publicly-available off-street car parks located in Muswell Hill, Crouch End, Wood Green, Seven

Sisters and Tottenham High Road areas. Details of these are shown in Table 7.3. below.

Table 7.3: Council Owned Off-street Public Car Parks

Location	Operating Hours	No. Spaces
Stoneleigh Rd 'A' car park N17	Mon – Sat 8am – 6.30pm	50
Stoneleigh Rd 'B' car park N17	Mon – Sat 8am – 6.30pm	33
Stoneleigh Rd 'C' car park N17	Mon – Sat 8am – 6.30pm	35
Crouch Hall Rd car park N8	Mon – Sat 8am – 6.30pm	31
Bury Road car park (multi storey) N22	Mon – Sat 8am – 8.30pm Sun 11am – 5pm	500
Summerland Gardens car park N10	Mon – Sat 8am – 6.30pm	90
Westerfield Rd car park N15	Mon – Sat 8am – 6.30pm	71
Brunswirk Rd car park N15	Mon – Sat 8am – 6.30pm	52
Somerset Rd car park N17 (aka. Rawlinson Tce)	Mon – Sat 7.30am – 6.30pm	45
		907

7.6.5. There are four large privately-operated public off-street car parks in the Borough. It is estimated that there are approximately 2,740 spaces in total in the Borough's privately-operated and council owned off-street car parks.

7.6.6. A number of significant improvements were carried out to the Bury Road car park in 2000-01, but much remains to be done. The two main lifts serving Sainsbury's store are becoming increasingly expensive to maintain, are in poor condition, and require replacement at a cost estimated at £350,000 - 400,000.

7.6.7. The Bury Road car park is about 60% under-utilised due to a number of factors, primarily poor location and difficult access. The added complication of complex lease arrangements with three longstanding businesses impedes disposal of this car park. Once those issues have been resolved, the long term arrangements may be considered.

7.6.8. The Council's ability to intervene in the private operations of public car parks is severely limited, in the absence of site-specific planning conditions relating to, for example, the annual review of parking charges.

7.6.9. The Council aspires to improve off-street public parking facilities in the Borough. There is potential to negotiate public use of new off-street car parks associated with new development (e.g. supermarkets), to maximise shared parking facilities in the Borough's main town centres.

P7 The Council will maximise the use of existing off-street parking facilities in the Borough's main town centres.

P8 The Council will not support the provision of additional public off-street car parks. Improvement of existing car parks will be undertaken, subject to resources.

Off-street Charges

7.6.10. Through the pricing mechanism, the Council can encourage short-stay parking with rapid turnover of spaces and deter long-stay parking. The Council will also seek to encourage the use of publicly available off-street paid parking facilities, over the use of on-street pay and display parking.

P9 The Council will undertake a comprehensive review of off-street pay and display charges.

7.7. CPZ Strategy

7.7.1. A Controlled Parking Zone (CPZ) is an area within which specified hours of parking control are applied to the public highway; CPZ controls do not apply to private roads. CPZs are designed and implemented to assist areas suffering from parking stress

7.7.2. Policy 4G.5 of the Mayor of London's Transport Strategy specifically supports the expansion of CPZs in Inner London. The Council recognises the need for a robust, systematic framework for future CPZ implementation in the Borough.

- P10 The Council will develop transparent criteria for use in considering further CPZs
- P11 The Council is committed to full consultation on new or extended CPZs and adopted a consultation strategy in June 2002.

7.7.3. The Council believes that there are clear benefits in developing new or extended CPZs. These benefits can be summarised as:

- 1) Improved road safety through control of dangerous parking such as on corners
- 2) Improved road safety through discouraging unnecessary traffic
- 3) Improved accessibility for essential traffic such as buses, delivery vehicles and emergency services
- 4) Support for the viability of town centres and other centres
- 5) Restraint of unnecessary car traffic to, within and through the Borough, particularly car commuter traffic
- 6) Discourage use of the car although the Council recognises that residents wish to own cars and, where possible, will provide reasonable parking facilities
- 7) Improve street scene by discouraging unnecessary on-street parking
- 8) More effective and efficient enforcement of parking controls
- 9) Provide funding for introducing transport measures such as traffic calming and 20mph zones
- 10) Provide funding for enforcement against dangerous and obstructive parking
- 11) Support for Council initiatives to improve air quality
- 12) To address boundary issues with CPZs being developed in adjoining Boroughs
- 13) To address specific parking issues in relation to major destinations such as football grounds

CPZ Coverage

7.7.4. The Council has introduced a total of five CPZs to date. These are listed in Table 7.4 There are also two proposed areas that are being consulted on at present with residents and businesses.

Table 7.4 Existing Controlled Parking Zones (CPZs)

Area	Hours of Control
Wood Green	Mon – Sun 8am – 10pm

Highgate	Mon – Fri 10am – 12pm
Green Lanes (Zone A)	Mon – Sun 8am – 10pm
Green Lanes (Zone B)	Mon – Sat 8am – 6.30pm
Seven Sisters	Mon – Sat 8am – 6.30pm
The Hale	Mon – Fri 8.30am – 6.30pm

7.7.5. The expansion of CPZs in neighbouring boroughs increases the pressure for further parking controls in Haringey, as a result of cross-boundary, displaced on-street parking activity. There are currently no cross-boundary CPZ issues between the boroughs. Previously, there were CPZ patrolling problems between the London Borough of Islington and Haringey along the Stroud Green Road as the boundary between the two boroughs ran through the centre of the road which is in a CPZ zone. However, these issues have now been resolved by a joint borough patrol for the road.

Zone Review

P12 The Council will undertake a review of new CPZs one year after implementation and will undertake a rolling review of all CPZs in the Borough every 5 years.

7.7.6. The Current hours of control for the Council's five existing CPZ's are shown in Table 7.4 above. Having implemented new parking controls, the Council will subsequently review the CPZ to ensure that it is operating effectively and to assess the need for scheme modifications, if required.

7.7.7. The review process will include full consultation with both local residents and local businesses in the zone. This will involve an assessment of the success of the CPZ and include an evaluation of the design and bay allocation and other scheme adjustments, as required. In addition, other smaller-scale issues brought to the Council's attention by local residents and businesses, will be addressed on an on-going basis.

7.7.8. The review will take into account the impact of CPZ parking controls on the local resident and business community and other regeneration factors which support the sustainability of the local area. Also, the CPZ review process will include an assessment of displaced parking activity in the surrounding area. The review will consult local residents and

businesses in streets adjacent to existing CPZs to identify the need for additional parking controls in adjacent streets to relieve local parking stress areas

Extension of existing Restrictions

P13 The Council will introduce 'Stop & Shop' pay & display facilities in key areas;

P14 The Council will develop and update a dispensation scheme for builders and other workers with commercial vehicles; and

P15 Replace free bays with Pay and Display facilities to ensure turnover and improve enforceability.

7.7.9. In many parts of the borough there is increasing parking stress in shopping areas. It is therefore proposed to introduce 'Stop & Shop' pay-&-display parking to address these pressures and regulate parking.

7.7.10. There are currently over 2000 free car parking bays within the existing CPZs. These are difficult and costly to enforce, and at times result in all day free parking.

7.7.11. Waiting and loading restrictions in busy areas are currently being extended to include public holidays.

7.7.12. There is an increasing demand from builders and other workers with commercial vehicles to access sites. A dispensation scheme currently exists but requires updating.

7.7.13. Pilot schemes for 'Stop and Shop' pay and display are being introduced this year and evaluated to measure the benefits of this type of parking. The Pilot studies should be assessed to determine other areas within the borough where they can be applied.

7.7.14. Free bays in the borough should where possible be converted into paid parking which guarantees a turnover of parking spaces and will aid enforcement.

7.7.15. The parking needs of builders and other workers with commercial vehicles can be facilitated by, at a charge, suspending parking places and permitting parking (with appropriate dispensation) on yellow lines where possible to do so safely.

7.8. Disabled Parking

7.8.1. Many disabled people rely on the private car as a main mode of transport. The ease with which they can reach their destination is largely dependent on whether they can park close to that destination. The availability of conveniently located disabled parking bays at key destinations, e.g. place of residence, workplace, shops and public buildings, is therefore vital.

7.8.2. Disabled access is enshrined in law. Part III of the Disability Discrimination Act (DDA) 1995 requires service providers to take reasonable steps to ensure that disabled people do not find it impossible, or unreasonably difficult, to enjoy the service on the same basis as non-disabled people.

7.8.3. The priority accorded to disabled parking needs, particularly local resident disabled parking needs, is also reflected in the Borough's parking need hierarchies (see Table 7.1 above). This section considers both disabled parking permits and the supply of on-street disabled parking bays in the Borough.

Disabled Permits

7.8.4. The Parking Service administers the disabled parking permit system in the Borough, under the National Disabled Persons' Parking Badge Scheme, known as the Blue (formerly Orange) Badge Scheme. The Orange Badge Scheme elapsed at the end of March 2003.

7.8.5. The Blue Badge Scheme allows badge holders considerable flexibility regarding where they can park on-street. Badge holders can park free of charge without time limit in residents' bays, pay and display bays and shared use bays, provided a valid Blue Badge is displayed, the bay has not been suspended and the vehicle is being used to transport the Blue Badge holder. Blue Badge holders are also allowed to park for a maximum of 3 hours on single and double yellow lines, except where there is a loading ban or where a bus or cycle lane is in operation.

Eligibility

7.8.6. The Blue Badge application process is fairly basic and the guidelines are broad. Applicants qualify automatically for a Blue Badge if they meet any one of the following criteria:

- *receive the higher rate of the mobility component of the Disability Living Allowance;*

- *use a vehicle supplied by a government health department;*
- *are registered blind;*
- *receive a War Pensioners' Mobility Supplement; or*
- *have a severe disability in both upper limbs, regularly drive a motor vehicle but cannot turn the steering wheel of a motor vehicle by hand, even if that wheel is fitted with a turning knob.*

7.8.7. There is an additional discretionary criterion under which a Blue Badge can be issued. The applicant must have a permanent or substantial disability that means they are unable to walk or have very considerable difficulty in walking up to 50 metres. The Council requires a letter from the applicant's GP under this criterion. The Council is currently setting up an independent panel to assess applications under this criteria.

7.8.8. There is an appeals process in place, and few Blue Badge applications are ultimately rejected by the Council. The renewal process is currently on a biennial basis.

Fraud

7.8.9. Since the introduction of CCS, Blue Badge applications to the Council have rapidly increased (Blue Badge holders are eligible for a 100% CCS discount). The Council, like many other London boroughs and local authorities elsewhere, experiences extensive fraudulent use of Blue Badges, to the extent that the level of fraud actually undermines the scheme itself.

7.8.10. Parking Services report that approximately 46 new badges are issued each week, four of which are to replace lost or stolen badges. Of the 2,392 badges issued annually, 208 are duplicates, which equates to 8.7% of badges lost or stolen annually. 12,863 Blue/Orange Badges were issued between 1 April 2000 and 31 Dec 2004. Of these 1875 were duplicates issued to replace lost or stolen badges. Disabled drivers interviewed by the panel were of the view that all applicants reporting a stolen badge should obtain a crime number. Repeated requests for duplicate badges should be thoroughly investigated.

7.8.11. Such problems are not unique to the Borough and there are some issues that the Council has no direct control over; reports on the BBC and elsewhere indicate that this is a large national problem. Notwithstanding this, there are a number of measures that could be introduced to improve the current situation.

7.8.12. In response to the range of Blue Badge problems identified above, the Disabled Person Transport Advisory Committee (DPTAC) has undertaken a comprehensive review of the Blue Badge Scheme.

Companion Scheme

7.8.13. Unlike the national Blue Badge Scheme, independent concessionary schemes, such as the ones operated by the central/inner London boroughs require disabled badges to be referenced to a specific vehicle with registered details clearly displayed on the badge. Such schemes have far lower levels of fraud associated with them since the 'companion' borough car badge is worthless on the 'market'.

7.8.14. Tower Hamlets' companion borough badge scheme has been attributed with devaluing the 'street' value of a Blue Badge in the borough. It has resulted in a 25% reduction in car break-ins for Blue Badges over the first 3 months of the scheme.

7.8.15. This scheme requires the display of both a Blue Badge and a resident's parking permit to give priority to local Blue Badge holders. Non-local Blue Badge holders have extensive rights to park on-street (see para. 7.8.5 above) and it is considered that the scheme does not prejudice their ability to park conveniently in the borough.

Disabled Bays

P16 The Council will review the current procedures for allocating a disabled bay.

P17 The Council will not introduce dedicated disabled bays.

P18 The Council will review the criteria for the allocation of disabled bays

7.8.16. The Council has approximately 1477 on-street disabled parking bays across the Borough. There is no time restriction on these disabled bays.

7.8.17. The DDA (1995) aims to end the discrimination which many disabled people face by giving them employment, access to goods, facilities and services and other areas. Part III of the DDA gives disabled people important rights of access to everyday services that others take for granted. Under these DDA requirements, the Council should ensure that adequate, conveniently located disabled parking facilities are provided close to public buildings in the Borough.

7.8.18. Currently there is no policy for the provision of dedicated disabled bays. Some boroughs in London place a limit or a specific proportion on the number of bays allocated in each residential street. The need to prioritise on-street space for local disabled residents is recognised. It is

acknowledged that non-local Blue Badge holders have extensive rights to park on-street (e.g. on single and double yellow lines) and it is considered that this prioritisation does not prejudice their ability to park conveniently in the Borough.

7.8.19. The introduction of a companion badge scheme, described above, would assist the management of on-street disabled bays.

7.9. Parking Permits and Charges

7.9.1. The number and type of parking permits issued by the Council can have a significant impact on parking demand across the Borough. Parking permit policies (primarily through the pricing mechanism) can also influence car ownership patterns. Consequently, parking permits are a vital parking management tool to help achieve stated PEP policy objectives.

7.9.2. Parking permits are issued by the Council for the use of designated parking places in the Borough's CPZs. Parking permits are currently issued to several groups of users, including residents, visitors, businesses, essential users and doctors: - however provision will soon be made to restrict permit issue on the grounds of payment contravention. Permits will not be issued to those residents and/or business users who have outstanding parking fines which are neither at appeals stage or indicated as being in the process of payment.

7.9.3. The residential permit scheme was reviewed in terms of charges in 2001. In 2004 the Council prepared a draft report entitled, 'Review of Permit Policy and Charges within the Borough'. The PEP policies for permits draw directly from this document. Table 7.5. outlines the current permit charges in Haringey.

Table 7.5: Current Parking Charges - Haringey

Permit Type	Charge
Resident permits	£25 per annum
Business permit	£225 per annum
Car park season ticket	£120 per annum
Short stay visitor's permit	2 hour scratch card – 30p (<i>Concessionary rate – disabled or pension age – 15p</i>)
Doctor's permit	£45 per annum

Draft Local Implementation Plan

Chapter 7 Parking and Enforcement Plan

Essential service permit – Public Sector	<u>All Haringey</u> Any request - £60 Specific request - £50 <u>East or West Haringey</u> Any request - £30 Specific request - £25
Essential service permit – Commercial Sector	<u>All Haringey</u> Any request - £250 Specific request - £200 <u>East or West Haringey</u> Any request - £125 Specific request - £100
Suspension and dispensation	1 day - £12 1 to 3 consecutive days - £20 1 to 7 consecutive days - £30 1 to 30 consecutive days - £100 <u>Skips and Building materials (for 28 days)</u> Skips - £30 Building materials - £30 Combined skip and materials - £50
Pay & Display	Wood Green CPZ - £2 per hour All other CPZ's - £1.20 per hour <u>Car parks</u> Up to 1 hour – 80p 1 to 2 hours - £1.60 2 to 3 hours - £2.40 3 to 4 hours - £3.20 Over 4 hours - £6
Penalty Charge Notices	Band A and Bus Lanes - £100 Band B - £80 Removal - £150 Clamp - £65

7.9.4. The Council's Parking Enforcement Service administers parking permits for disabled people under the Blue Badge Scheme, which is discussed separately in Section 7.8

Residents' Permits

7.9.5. Parking space is at a premium in parts of the Borough. Currently, the Council does not place a limit on the number of parking permits issued to each household. This conflicts with the Council's policies to discourage car use and growth in traffic volumes. It is proposed to restrict permits to one per adult member of a household [provided they keep and use a vehicle].

7.9.6.

P19 The Council will restrict residents permits to one per adult vehicle using member of a household

P20 The Council will review the cost of residents parking permits.

7.9.7. The review of the residents parking permits charges will take into account the type of vehicle and the engine size. It is proposed that a discount on the standard residents parking permit is given for electric vehicles, for vehicles powered by “green” fuels such as LNG, LPG and hybrid cars and for smaller engine conventionally fuelled vehicles. Conversely it is proposed that a premium be charged for larger engine conventionally fuelled vehicles. The aim of this policy is to encourage the use of more environmentally friendly vehicles to support air quality improvement objectives in the Council’s Air Quality Action Plan.

7.9.8. Part IV of the Environment Act 1995 requires local authorities to monitor air quality in their area. If a local authority identifies a local air quality problem, the authority is required to declare an Air Quality Management Area (AQMA) and prepare a Local Air Quality Action Plan to improve local air quality in the designated AQMA. PEP policies have an important contribution to make with respect to improving local air quality in the Borough.

7.9.9. Residential Permit charges were reviewed in 2001, when the annual cost of a permit was reduced by 50% to £25. The same rates for resident’s permit charges apply to all zones across the Borough (i.e. a flat rate). Charges for second and subsequent resident’s permits are the same as those for the first.

Visitors Permits

P21 The Council will review the visitor’s voucher scheme including charges, but the Council acknowledges the need for the Scheme

7.9.10. On-street visitor parking in the Borough’s CPZs is controlled through the issue of visitor’s vouchers. The current allocation of visitors’ permits is 240 permits to residents aged over 18 to 60 years. Residents over 60 and those who are disabled may purchase 480 permits. This is now allocated in quarterly entitlements for residents. It is recognised that both the number of, as well as need for, visitors varies by household, with specific visitor needs for households with elderly and/or disabled residents. Limiting the number of visitor vouchers issued per household could therefore adversely impact some of the Borough’s residents. The Council

does not currently require powered two-wheel vehicles to display visitor vouchers, as displayed vouchers are vulnerable to theft.

Table 7.6 indicates Haringey's visitor parking charges in comparison with neighbouring boroughs.

Table 7.6: Current Parking Charges – Visitors

	Charges
Barnet	Book of 10 scratch cards – £5 Temporary 3 month permit - £35
Islington	Book of 20 - 0.5 hour scratch cards - £6 Book of 10 - 3 hour scratch cards - £18
Camden	<u>All day</u> £5.25 (max 10 per annum) <u>Short stay</u> 40p per hour for 1 st 40 hours 80p per hour for next 40 hours £1.20 per hour for last 40 hours
Hackney	Book of 10 - £8
Waltham Forest	10 x 5 hour permits - £7 20 x 2 hour permits - £6 30 x 1 hour permits - £5
Haringey	<u>Standard:</u> 12 x 2 hour permits - £3.60 20 x 2 hour permits - £6 Weekend permits - £5 Two week permits - £8 <u>Concessionary (disabled or people over 60):</u> 12 x 2 hour permits - £1.80 20 x 2 hour permits - £3 Weekend permits - £2 Two week permits - £3

Business Permits

P22 The Council will only allocate business permits to businesses who can demonstrate a genuine need for a car to carry out their daily employment duties.

P23 The Council will adopt the policy of varying business charges taking account of local demand. A premium will be charged for second and subsequent business permits. A discount will be provided for electric vehicles and for “green” fuelled vehicles

7.9.11. The Business permit scheme is intended to support those who need to use their vehicle to carry out their business. Each business applicant must satisfy the Council of that need.

7.9.12. Business permit charges are the same for each zone and charges for a second and third permit is the same as those for the first. There is a strong case to vary charges when more than one permit is issued per Business. Demand for business permits vary between zones and it is reasonable for the cost to vary according to demand. Table 7.7 shows that this is consistent with practice in other boroughs.

7.9.13. The permit does not allow vehicles to park all day in the bays provided as by the nature of the scheme the vehicle will be involved in activity for the greater part of the day. Vehicles are limited to parking for a maximum of three hours at any one time.

Table 7.7 Example of charging structures in other boroughs

Haringey [current charge]	Islington	Hackney	Tower Hamlets	Wandsworth	Barnet
£225 per annum	£250 per annum	Limited Zones £800 per annum	£450 per annum Multi Permit £450 for first £160 for 2 nd to 5 th £350 for 6 th	All Zones £450 individual zones [with discount for green fuel] ranging from £350 to £88	South of Euston Road £770 [for installation] + £180 for permit. North of Euston Road £190

Essential Worker's Permits

P24 The Council will withdraw the Essential Worker Permit scheme and replace it with an alternative scheme with strict limitations.

7.9.14. The Essential service permit scheme was introduced in 1999 and revised in 2003. The scheme was introduced to facilitate the delivery of personnel services for the benefit of residents within controlled parking zones and is widely used by a range of public and commercial sector service providers. At present there are approximately 1,800 permits issued to Council staff.

Doctor’s Permits

P25 The Council will investigate linking charges for doctor’s permits to the proposed charging structure for business permits.

7.9.15. The Council currently issues annual doctor’s parking permits. A total of 72 doctor’s permits were issued in 2002/03 and 101 permits from January 2004 to date. Doctors’ permits allow doctors to park in designated doctors bays. There are currently 32 doctors ‘bays in Haringey. The annual fee payable for a doctor’s parking bay is £45 and the charge is based on the number of parking bays, not the number of permits issued.

Suspension of Parking Bays

7.9.16. The Council will suspend the use of parking bays in certain circumstances for example to allow building operations, domestic removals, filming. This is done by placing appropriate warning notices on the nearest parking sign.

7.9.17. The charge currently payable for suspensions is £12 per day, 1 to 3 days £20, 1 to 7 days £30, 1 to 30 days £100. Table 7.8 compares the parking bay suspension charges with those of other boroughs.

Table 7.8: Charges for Parking Bay Suspension

Hackney	Hammersmith & Fulham	Lambeth	Wandsworth	Kensington & Chelsea	Barnet
£12 / £23	£25 per space	£40 per suspension	£21 per 5 metre length of carriageway	£20 per space	£5 - £12
Admin fee £105	Admin fee £55	Admin fee £60			Admin fee £35

7.11. Enforcement

P26 The Council will provide enforcement that supports a fair, consistent, transparent, policy-driven and quality-led enforcement regime.

P27 The Council will work with in partnership with the Metropolitan Police and other agencies to achieve a safer, more attractive street scene.

P28 The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking regulations.

P29 The Council will continue to use clamping and removal to enforce parking restrictions

7.10.1. Parking management includes the enforcement of on-street parking regulations. Illegal parking is inconsiderate; and it can be dangerous. The Council is directly responsible for on-street enforcement in the Borough, with the exception of the Transport for London Road Network (TLRN) (Red Routes), which remains the responsibility of Transport for London.

7.10.2. The aim of enforcement is to maximise compliance with regulations to make Haringey's streets safer for all road users, particularly vulnerable road users such as school children; to prevent obstruction and delays (especially for buses and emergency vehicles); to ensure that parking bays are available for their intended use and to improve the general street scene.

7.12. Non-Car Modes

P30 The Council will ensure that secure and conveniently located cycle parking and storage facilities are provided across the Borough especially in areas of high demand.

P31 The Council will ensure that several secure, conveniently located and free powered two wheeler parking facilities are provided across the Borough, especially in areas of high demand.

7.12.1. The Mayor of London's Transport Strategy recognises that the needs of all road users have to be continually balanced as part of the management of London's streets. In Section 2 above (see Table 7.1), the PEP identifies a parking need hierarchy which gives priority to non-car modes.

Cycle Parking

P32 The Council will ensure there is secure, convenient cycle parking and storage facilities are provided in areas of high demand across the Borough.

7.12.2. The difficulty of finding a safe and secure place to park a cycle is identified in the Mayor of London's Transport Strategy as one of the biggest obstacles to cycling in London (4J.19). Proposal 4J.7 of the Transport Strategy expects London boroughs to require developers, wherever practicable, to:

- provide good cycle access to the development;
- install secure cycle parking; and
- provide showers, lockers and changing facilities.

7.12.3. Cycle parking too can obstruct the footway. Where there is a high demand for cycle parking and available footway space is limited, the Council will consider introducing secure on-street cycle parking within the carriageway.

7.12.4. Powered Two-Wheel Vehicle Parking

7.12.5. Strategic policy guidance emphasises the air quality and traffic congestion benefits that may arise from the use of certain types of powered two-wheel vehicles (PTWs), e.g. mopeds and small motorcycles (under 800cc). This is if they substitute for car use, although not if people switch from walking, cycling or public transport. The relatively low pollutant emissions and effective use of road and kerb side space are recognised, e.g. a single on-street car space can accommodate up to five PTWs.

7.12.6. Currently PTW parking facilities in the borough are an informal arrangement. PTW are encouraged to fit into the end of parking bays as no on street facilities have been provided in the borough for PTW.

7.12.7. The Council will seek to introduce on-street PTW parking facilities in the Borough, in a few areas of high demand, such as the Borough's main commercial areas and around key public transport interchanges. This on-street parking should be free and without time limit.

7.12.8. The specific location of PTW parking facilities needs to be carefully planned. These facilities need to be highly visible, allowing the opportunity for public surveillance to minimise the risk of theft. In current CPZs no specific provision is provided for PTW. It is assumed PTW will share parking bays with vehicles.

7.13. New Development

7.13.1. Parking standards prescribe the amount of off-street parking space by vehicle type (e.g. car, cycle etc.) to be provided for new development in the Borough.

7.13.2. The Council's parking standards have not been comprehensively reviewed since June 1995. More recent planning policy guidance has stressed the need for local authorities to review parking standards and develop maximum, restraint-based standards, supported by location policies and travel plans. The aim is to reduce reliance of the private car and encourage sustainable travel choices in areas with good public transport accessibility.

London Plan Parking Standards

7.13.3. Policy 3C.22 of the London Plan (February 2004) seeks to, 'ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes'. Specifically, the London Plan requires London boroughs to:

- adopt on- and off- street parking policies that encourage access by sustainable means of transport, assist in limiting the use of the car and contribute to minimising road traffic;
- adopt the maximum parking standards set out in the annex on parking standards (Annex 4) where appropriate, taking account of local circumstances and allowing for reduced car parking provision in areas of good transport accessibility;
- recognise the needs of disabled people and provide adequate parking for them; *and*
- take account of the needs of business for delivery and service movements.

7.13.4. Following on from this, Policy 3C.23 of the London Plan requires London boroughs to specifically set out appropriate parking standards for town centres. These should, help the attractiveness of town centres and reduce congestion; they should also take into account:

- the standards set out in Annex 4;
- the current vitality and viability of the town centres;
- regeneration and town centre management objectives;
- existing on- and off-street parking provision and control;
- public transport provision and the need to reduce travel by car; *and*
- pedestrian and cycle access.

7.13.5. The Council has reviewed its parking standards and developed revised standards in its 2004 UDP Revised Deposit which is in accord with the requirements set out in the London Plan, which take into account Haringey's local circumstances.

7.13.6. The London Plan acknowledges that parking standards are only one mechanism or policy instrument to limit car use and achieve wider objectives. The London Plan states that parking standards, 'should be used in conjunction with other transport and spatial integration mechanisms, including location policies and travel plans' (3.201).

Parking Standards Policy

7.13.7. The development and application of Haringey's revised parking standards set out in the Revised Deposit Unitary Development Plan September 2004 in Haringey meet the requirements set out in the London Plan, and have specific regard to a number of policy objectives.

7.13.8. The Council's revised parking standards should contribute to the delivery of new development in the Borough which:

1. *Supports the Council's road traffic reduction targets, as prescribed by the Road Traffic Reduction Act (1997);*
2. *Encourages the efficient use of land by avoiding over-provision of (under-used) parking space, which is an inefficient, unattractive and wasteful use of the Borough's land;*
3. *Supports higher density, better designed new development in the Borough;*
4. *Meets the car-based access/car parking needs of disabled people, in accordance with the DDA the Mayor of London's emerging Supplementary Planning Guidance (SPG) Accessible London: Achieving an Inclusive Environment;*
5. *Meets the operational requirements of new development in the Borough with respect to maintenance, servicing and deliveries;*
6. *Recognises the specific access needs of parts of the Borough currently characterised by poor transport accessibility;*
7. *Facilitate sustainable low-car/car-capped and/or car-free development in parts of the Borough characterised by good transport accessibility and the presence of parking controls; and*
8. *Restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve*

the environment, to improve local accessibility and to encourage sustainable regeneration.

7.14. Customer Care and Consultation

7.14.1. The Council recognises the importance of involving its citizens and key stakeholders in mapping out the future of the Borough. The Council has produced a Corporate Consultation Framework and an associated Consultation Guide which it used for all CPZs and all other formal Highways and Parking consultation procedures. The Council's four desired consultation outcomes are specified in Haringey's 2004 Consultation Guide :

- *To inform*
- *To publicise*
- *A vote*
- *An expression of opinion*

7.15. Supporting Mechanisms

7.15.1. The PEP is one element of the Council's traffic and transportation policies, which together have shared strategic aims to reduce the need to travel by private car, whilst supporting initiatives to increase social inclusion and economic activity in the Borough. It is recognised that parking initiatives in isolation are insufficient to achieve wider transport, economic, social and environmental benefits and must be accompanied by supporting policies or mechanisms.

Travel Plan and Sustainable Travel Initiatives

P33 The Council will maximise linkages between the PEP and the Council's emerging Travel Plan, and identify mechanisms to deliver a range of sustainable travel initiatives, including Car Clubs, car sharing, car and bike pools within the context of travel plans for existing and new development in the Borough.

7.15.2. The Council is in the process of developing its own Travel Plan. The Council is seeking to introduce a range of measures that will encourage staff to switch from the private car (especially single occupancy vehicle trips) to alternative, more sustainable travel modes. The Council's Travel Plan, when adopted, will provide 'best practice' for future travel plans in the Borough.

P34 The Borough will encourage the development of Car Clubs by providing, subject to criteria, free on and off street parking for approved schemes.

7.15.3. Measures to be adopted include Car Clubs, car sharing, pool cars and pool bikes that come under the umbrella of a comprehensive travel plan. The Council's emerging Travel Plan, along with other travel plans implemented across the Borough, will support the delivery of the PEP Policy Plan objectives.

CONTENTS

Methodology	Page 8 -2
Promotion and communication strategies	Page 8 -2
Monitoring	Page 8 -3
Funding	Page 8 -3
Smart targets	Page 8 - 4
Baseline data and progress to date	Page 8 –5
Local partnerships	Page 8 -5
Links to local and national policy	Page 8 –9
Identification of problems and solutions	Page 8 -10
Examples of good practice	Page 8 -11
Senior level support	Page 8 -11
Consultation	Page 8 - 11

8.1. METHODOLOGY

8.1.1. Haringey Council has contacted all schools in the borough to develop School Travel Plans. The Council will be working with maintained and independent schools.

8.1.2. Two officers work with primary schools and one officer works with secondary, special and nursery schools. The Council is working with schools in all wards in the borough. We will be prioritising schools in the most deprived wards where deprivation and casualty rates are higher. These wards also have the highest population of ethnic minorities in Haringey. These wards are situated in the east of the borough. The east of the borough also contains 11 NRF wards. These wards include: - Bounds Green, Bruce Grove, Northumberland Park, Seven Sisters, White Hart Lane, West Green, Noel Park, St Ann's, Woodside, Tottenham Green, Tottenham Hale.

8.1.3. Haringey Council is currently working with 45 schools in the Borough, 36 Primary schools, 6 Secondary schools, 2 Special schools, and 1 Nursery. 32 of those schools are in deprived wards. 24 schools are in NRF wards.

8.2. PROMOTION AND COMMUNICATION STRATEGIES

8.2.1. Haringey Council is communicating with various stakeholders. When starting the process of engaging a school the STA holds various meetings with senior staff and governors, including giving presentations at governors meetings.

8.2.2. STAs also attend parents evenings and PTA/PFA meetings to explain the various initiatives and benefits associated with developing a STP. The STP team send out information and a newsletter to schools once a term. The newsletter contains updates on schools involved and the problems and solutions they have found at their school. Haringey STP team also engage with pupils through attending school council meetings.

8.2.3. Locally we are working with the PCT, through the Healthy Schools scheme, the Better Haringey Project and the Met. Police Safer Schools Project.

8.2.4. Nationally we work with organisations such as Living Streets and TravelWise.

8.2.5. The School Travel Team link in with the council's Road Safety Team, who actively promote road safety initiatives such as Walk to School, International Walk to School, National Road Safety Week and National Bike Week.

8.3. MONITORING

8.3.1. All schools that have a School Travel Plan developed will carry out surveys annually. The STP team will carry out an in-depth analysis of these surveys and feed back the results to the school. There are three different types of surveys. Firstly, the school will be given a 'Hands up survey' which will be conducted per class in school. The second is a 'Take home survey' that can be done as part of homework or in class (specifically in citizenship lessons). The last survey is a Staff Questionnaire. The STP team will also produce detailed maps of students travel patterns. The surveys will show any change in travel patterns and modal split, as well as being attitudinal.

8.3.2. The School Travel Team will arrange for traffic and pedestrian counts to be carried out at schools who are developing a School Travel Plan. Detailed site surveys of the local area and engineering works that have been done around the school will also be conducted.

8.3.3. We intend to evaluate the impact of the work we do through the 'Draw and Write' method in a selection of the borough's schools.

8.3.4. The School Travel Team will regularly liaise with the school to ensure they are working towards meeting their aims, objectives and achieving their targets. Progress reports on School Travel Plans and School Travel Strategy will be given to the Regional School Travel Advisor every term.

8.4. FUNDING

8.4.1. The Council has funding from various sources. The DfES/DfT have allocated Haringey £50,000 for a School Travel Plan Advisor to be employed until 2006 (£25,000 per year). £40,000 has been secured from the Neighbourhood Renewal Fund for an advisor to work in NRF wards until 2006. £35,000 has been allocated from the Local Public Service Agreement budget for work with schools in deprived wards.

8.4.2. Better Haringey, the PCT (through the Healthy Schools Scheme), BTCV and the Metropolitan Police Safer Schools Project have all donated time to the STP team, through the promotion they do and by linking it to the work they do in schools.

8.5. SMART TARGETS

8.5.1. The DfES and DfT have set out a national target for School Travel Plans (STPs) to be implemented in all schools by 2009. As an incentive to get schools participating in this initiative, the DfES/DfT are awarding successful schools a capital grant of £3750 per school plus £5 per pupil for primary schools and £5000 plus £5 per pupil for secondary and special schools.

8.5.2. The London Borough of Haringey has also set out targets to ensure that national targets are met. The council will also ensure that schools in the most deprived parts of the borough are targeted.

8.5.3. Nationally the targets for developing STPs are as follows:

25 % of schools by 2005
40 % of schools by 2006
100 % of schools by 2009.

8.5.4. There are currently 84 schools in the London Borough of Haringey;

54 primary schools
11 secondary schools
5 special schools
3 nursery schools
11 independent schools

8.5.5. Locally the targets for developing STPs are as follows:

20 Primary schools and 5 secondary/special schools by 2005
40 Primary schools and 10 secondary/special schools by 2006 and
All schools by 2008/9.

8.5.6. The borough can be seen as two areas, east and west. Wards in the eastern part of the borough are densely populated with a high concentration of social housing and high deprivation indices. To address this imbalance, with respect to schools, Haringey Council has set specific targets to address this.

8.5.7. Targets for developing STPs in deprived wards within the borough are:

60 % of schools engaged in 2005 to be in east of borough
20 % of schools with STPs in 2005 to be in east of borough (this is a Local Performance Indicator target)

8.6. BASELINE DATA AND PROGRESS TO DATE

8.6.1. All schools have been contacted to develop a school travel plan. In total, **45** schools have been engaged in the process (initial discussion stage) **38** are now in the early development stages (surveying, analysing results and a steering group formed) with a view to a STP being completed by March 2005.

	Independent Schools	Nursery Schools	Primary Schools	Secondary Schools	Special Schools
Engaged	0	1	36	6	2
Development	0	0	32	5	1

	Independent Schools	Nursery Schools	Primary Schools	Secondary Schools	Special Schools
Deprived/NRF Ward (East)	0	1	25	5	1
West	0	0	11	1	1

8.6.2. There are no active Walking Buses in the borough but the Council is aiming to have 10 walking buses by March 2006.

8.7. LOCAL PARTNERSHIPS

	Internal Departments	Specific Programmes	Link to STPs
1	Better Haringey	Better Haringey is working hard to make Haringey Cleaner, Greener and Tougher through a number of service improvements. Cleaning the environment is the focus of the programme at the moment. In time, Better Haringey will cover improvements in all areas to, including housing,	Schools have a enormous role to play in promoting a Better Haringey. Many are already setting up environmental projects at schools and encouraging pupils to think about their environment. Secondary schools are being encouraged by the Better Haringey Team to adopt STPs as part of a

Draft Local Implementation Plan
Chapter 8 School Travel Plan Strategy

		social services, and education.	holistic approach to environmental education
2	Road Safety Education	Traffic calming schemes including safer routes to school, home zones and local safety schemes London Cycle Network programmes Road accident statistics Provision of parking bays for people with disabilities	Education talks in schools and nurseries. Liaison with schools for Walking Buses and School Travel Plans Cycle proficiency training in school holidays. Independent travel training for adolescents with learning difficulties
	Parking Enforcement	Targets illegal parking throughout the borough	Campaigning and targeting schools who have identified parking problems in their STP
3	Kerb Craft	The scheme, which began in September 2004, is designed to teach three pedestrian skills, namely: Finding a Safe Place to Cross; Crossing Safely between Parked Cars and Crossing Safely at Junctions to year 2 children	The training recognises that children will not be ready to cross roads on their own for some years to come, and should always be supervised by an adult, but it does provide a solid foundation on which others aspect of road safety education can be based
4	Safer Routes to School (TfL)	Traffic calming measures to be implemented on dangerous routes to schools	Provide a safer route to school for pupils.
5	LEA	School Transport Bill: School Travel Scheme	Facilitate or promote the use of different ways of travelling to and from school

Draft Local Implementation Plan
Chapter 8 School Travel Plan Strategy

			LEA advisors make links with STPs and curriculum and education policy within schools
	External Agencies		
6	Healthy Schools Scheme (Primary Care Trust)	Every local education authority (LEA) in England is working in partnership with primary care trusts (PCTs) to manage a local healthy schools programme. Each programme has a local co-ordinator and a team from education and health supporting its management and delivery.	The fall in the number of children walking and cycling to school has implications in terms of physical activity and obesity. Members of the Healthy Schools Team promote STPs through the NHSS process.
7	Safer Schools (Metropolitan Police)	As part of the package of measures to tackle street crime and improve behaviour in schools, there are police officers based in selected schools in areas with high levels of street crime. This is a joint initiative between the Department for Education and Skills, Home Office, the Youth Justice Board and the Association of Chief Police Officers and is called Safer School Partnerships (SSPs). SSPs build on previous police	Tackles pupil attendance and behaviour. Makes the journey to and from school safe.

Draft Local Implementation Plan
Chapter 8 School Travel Plan Strategy

		involvement in schools where police officers have tended to take an essentially teaching role; as part of an SSP their role is more operational. They provide a much fuller level of resource and develop a much closer relationship with the school and its community.	
	Age Concern – TransAge Project	A voluntary group linking retired people with community projects	A pool of volunteers have been identified to help with Walking Buses
8	BTCV (environmental Trust)	Practical conservation charity carrying out environmental improvements within the school grounds	The local BTCV project officer is an excellent link with schools who wish to use their grant for planting trees etc.

8.8. LINKS TO LOCAL AND NATIONAL POLICY

Policy	Link to STPs
Mayors Transport Strategy	• Increase levels of walking, cycling and public transport use • Reduce congestion on road network, especially during peak periods. • Improve air quality. • Improve personal safety
Road Safety Plan- Tomorrow's Roads: safer for everyone	Reduction in child KSI by 50% by 2010
The Walking Plan for London	Review existing material on walking available to London education establishments and where appropriate provide updated material that can be incorporated into the curriculum. This will be linked to campaigns and initiatives supported by a London-wide TravelWise Initiative.
Mayor's Air Quality Strategy	Reduce pollution (CO ₂ emissions) around schools by reducing school traffic.
National DfES/DfT Travelling to School Initiative	* a programme of new links to extend the National Cycle Network to hundreds of schools; * an investment of more than £500,000 to upgrade cycle provision at 200 rail stations; * improved promotion of walking and cycling both locally and nationally, including a new web portal for those seeking information on where, how and why to cycle; * better training in child pedestrian and cycling skills, including a new National Standard for Child Cycle Training; * improved training for local authority transport staff in providing for, and promoting, walking and cycling.
Healthy Schools Blueprint	All schools to adopt policies to promote active travel to school as

	part of Objective 4: “ Promote physical activity as part of a lifelong healthy lifestyle”
National Cycling Strategy	*encourage and enable cycling among school children * Double the number of children cycling to and from school
Haringey BSP	SRtS scheme/20 mph zone in Tottenham Hale area
Haringey Road Safety Plan	All schools to have a school travel plan by 2008/9

8.9. IDENTIFICATION OF PROBLEMS AND SOLUTIONS

8.9.1. Haringey is home to a large culturally and ethnically diverse population. Less than half of Haringey’s residents (45.3 %) were of white British ethnic origin, the sixth lowest in London. 4.9% were born in Eastern Europe, the largest population of any borough.

8.9.2. The ethnic diversity of the borough is reflected in the diversity of languages spoken in Haringey. About 183 different languages are spoken by pupils in primary schools in Haringey. This can be a problem when working with our schools in the east of the borough, where the majority of non-white residents live. The first stage of our work involves surveying pupils and parents. This may be difficult for people who have limited knowledge of written English. We are working with the schools and translation services to make sure we have copies of our surveys available in all the languages of the borough.

8.9.3. Schools have increasing demands on their time and flexibility within the curriculum.

8.9.4. We work with schools to highlight the ways in which STPs enhance the curriculum, especially in the areas of Citizenship and PSHE and try to link in with other initiatives (such as Healthy Schools and Eco-schools) wherever possible. There can sometimes still be resistance to developing plans as some teachers see it as a lot of work to carry out. We always explain how we help the schools as much as possible, especially with the analysis of surveys.

8.9.5. In order to get as many schools on board as possible we identified a main barrier to schools developing STPs as being the amount of work involved with analysing survey results and map travel patterns. To combat this, we offer to analyse all results for the school and present our findings. In order for us to continue to offer this service, we have to maintain our current level of staffing and resources. This is especially important when it comes to inputting the data.

8.10. EXAMPLES OF GOOD PRACTICE

8.10.1. Moselle Upper School students have produced a video about 'Safe and Independent Travel'. The video follows the routes the students use to get to a variety of places, including school, and provides practical solutions to overcoming problems the students face.

8.10.2. Hornsey School for Girls use their peer-mentoring programme to canvas pupils' opinion and support for active travel initiatives. They are currently working on a walking 'buddy' scheme where older girls meet and accompany younger students to school.

8.11. SENIOR LEVEL SUPPORT

8.11.1. The School Travel Plan Strategy has support at all levels throughout Haringey Council. The Better Haringey Steering Group contains members and officers at senior level and has been a particular advocate of the initiatives the team has implemented.

8.12. CONSULTATION

8.12.1. Senior staff and partners will be consulted on the strategy. Councillors will be consulted on a wider basis as part of the LIP.

9.1. Performance Indicators and Targets in Haringey

9.1.1. *Commentary to be inserted*

Draft Local Implementation Plan
Chapter 9 Performance Indicators

Target /PI	Relevance L-W level	B level	Performance Indicator (PI) description	Definition of Performance Indicator	Data Source	Haringey Indicator
I. Improving Road Safety	✓	✓	Killed and Seriously Injured	The following will be reported: Number of adults killed and seriously injured overall and separately for pedestrians, cyclists and motorcyclists Number of children killed or seriously injured The slight casualty rate (adults and children).NB. The target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres.Until guidance is received from DfT on how this should be measured, slight casualties will be monitored as casualty numbers rather than a casualty rate. Data should be additionally disaggregated by: Ethnic group for pedestrians injuries Vehicle classification for all incidents. All data measured in calendar years.	London Road Safety Unit, TfL	
Target 1	✓	✓				
Target 2	✓	✓	School Road Safety	Number and percentage of primary and secondary schools - Reviewed - With Scheme Implemented	Boroughs	

**Draft Local Implementation Plan
Chapter 9 Performance Indicators**

	Target /PI	Relevance L-W level	B level	Performance Indicator (PI) description	Definition of Performance Indicator	Data Source	Haringey Indicator
II. Improving Bus Journey Times and Reliability	Target 3	✓		Bus Excess Wait Time	Bus EWT (High Frequency Routes) , minutes per customer	Monitoring & Reporting Manager , Performance, London Buses, TfL	
	Target 4		✓	Borough Bus Target	Under development		
	PI		✓	Bus Lanes	Total bus lane kilometre/hours in operation per borough	Bus Priority Surface Transport, TfL	
	PI		✓	Bus Priority Junctions	Number of Bus Priority Junctions in operation per borough	Bus Priority Surface Transport, TfL	
	PI		✓	Bus Stop Clearways	Number and percentage of bus stops with clearways per borough	Bus Priority Surface Transport, TfL	
	PI		✓	Accessible Bus Stops	Number and percentage of accessible bus stops per borough	Bus Priority Surface Transport, TfL	

Draft Local Implementation Plan

Chapter 9 Performance Indicators

III. Relieving traffic congestion and improving journey time reliability including the use of travel demand measures	Target 5	✓	✓	Traffic volumes in central, inner, outer London and town centres	Dft National Road Traffic Survey provides annual data at borough level (does not provide data for town centres)	Group Transport Planning and Policy, Finance and Planning, TfL.	
	Target 6	✓	✓	General traffic journey time reliability	The performance indicator provides journey time variation for the am peak TLRN only. Journey time reliability is based on a series of surveys undertaken during October/November. The result is a percentage figure which indicates for the am weekday peak period, the worst journey time on the TLRN in any two week period compared to the usual (average) journey time during that two week period. Subject to the nature and availability of ITIS data, TfL will develop a performance indicator to cover more of the day and of the road network. This will enable a more thorough monitoring of progress towards achievement of the target. Boroughs will be informed of progress in developing the performance indicator	Surface Transport, TfL	
	Target 7	✓		Modal Share	The proportion of personal travel made on each mode, specifically highlighting the proportion made by means other than the car. Measured by London Transport Demand Survey (LTDS)		
	Target 8	✓	✓	School Travel Plans	Number and percentage of schools : - where review has been completed	Boroughs	
	PI		✓		- where travel plan deemed necessary and developed		
	PI		✓		- where travel plan implemented		

Draft Local Implementation Plan
Chapter 9 Performance Indicators

PI			✓	School travel – modal share, non-car modes	School trips by modes other than car, proportion of mechanised and non- mechanised trips as defined in LTDS	Group Transport Planning &Policy, Finance &Planning, TfL	
PI			✓	Work Travel – modal share, non-car modes	Work trips by modes other than car, proportion of mechanised and non- mechanised trips as defined in LTDS	Group Transport Planning &Policy, Finance &Planning, TfL	

Draft Local Implementation Plan

Chapter 9 Performance Indicators

	Target /PI	Relevance		Performance Indicator (PI) description	Definition of Performance Indicator	Data Source	Haringey Indicator
		L-W level	B level				
V.Improving accessibility and social inclusion on the transport network.Plans should have regard to safety and security for women & vulnerable users	Target 10	✓		The number and rate of trips made by E&I target groups	Number and rate of trips made on each mode of transport as defined in and measured by LTDS for: - Disabled people (all disabilities aggregated, all day) - Older people (all aged over 65,all day) - Women travelling between 19.00-07.00 hrs	Group Transport Planning &Policy, Finance &Planning, TfL	
	PI		✓	The percentage of pedestrian crossings with facilities for disabled people (BV165)	As per BV measure;this indicator only includes zebra, pelican, puffin and toucan crossings, and traffic lights with a pedestrian phase. All crossings at a set of traffic lights or at a roundabout should be counted as one crossing. All crossings at one large roundabout with a series of mini-roundabouts should likewise be counted as one crossing	Boroughs	
	Target 11		✓	Taxicard	Milestone: achievement of compliance with London-wide standard	Boroughs	
VI. Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures	Target 12	✓		Volume and rate of walking trips	Number and rate per person of walking trips per annum, as measured by LTDS. Walking trips are those where the person walks all the way. This excludes walks that are one leg of a journey involving other modes of transport	Group Transport Planning &Policy, Finance &Planning, TfL	

Draft Local Implementation Plan

Chapter 9 Performance Indicators

PI		✓	Condition of footway	Proportion of footway in categories 1, 1a and 2 as per BV performance indicator 187a. TfL Road Network Operations annual statistics, based on the UK PMS system	Engineering North Central, Surface Transport, TfL	
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Draft Local Implementation Plan

Chapter 9 Performance Indicators

	Target /PI	Relevance L-W level	B level	Performance Indicator (PI) description	Definition of Performance Indicator	Data Source	Haringey Indicator
VII.Encourage cycling by improving conditions for cyclists and through the use of travel demand measures	Target 13	✓		Volume and rate of cycling trips	Number and rate per person of cycling trips per annum, as measured by LTDS. Cycling trips are those where the person cycles all the way. This excludes cycling as one leg of a journey involving other modes of transport	Group Transport Planning & Policy, Finance & Planning, TfL	
VIII.Bringing transport infrastructure to a state of good repair	Target 14	✓	✓	Condition of 'A' Roads and Busy Bus Routes	Road condition, share of TLRN and BPRN carriageway lower than score of 70 from UKPMS		Boroughs and TfL

10.1. Consultation Strategy

10.1.1. The consultation strategy will include sending the full draft to those organisations listed as statutory consultees including the Metropolitan Police, Transport for London, organisations representing disabled people and adjoining Boroughs.

10.1.2. The draft will also be sent to the London Fire and Emergency Planning Authority, London Ambulance Service; Highways Agency; Network Rail and SRA; and representatives of business, local environment, transport and community groups.

10.1.3. Due to the difficulties in consulting effectively on a large document, it is not considered appropriate to prepare a summary leaflet for distribution to all residents in the Borough. Experience has suggested that there are very low responses to consultations on broad policy and programme documents due mainly to the difficulty in summarising an extensive document in an easily digestible format.

10.1.4. Therefore the following strategy will be adopted:

10.1.5. A initial Stakeholder Forum was held on December 10th 2004. This was attended by officers, members of the Council and representatives of stakeholder groups. This early meeting allowed the broad policy parameters underpinning the Local Implementation Plan to be established before the writing of the document. A summary of the outcomes may be found below as Section 10.2

10.1.6. An all day workshop will be held on Saturday April 23rd for organisations representing businesses, local environment and transport groups. The invitees will include those organisations invited to the Stakeholder Forum for the Scrutiny Review of Transport in December 2004 plus organisations and individuals expressing an interest in transport issues who participated in the Better Haringey workshop.

10.1.7. A summary of the workshop findings will then be included in the May edition of Haringey People with invitation to comment through a dedicated email address. The formal period for consultation will be from June to July.

10.1.8. A CD-ROM of the draft and eventually the final LIP will be made available on request.

10.1.9. The draft and final LIP will be placed on the Council's website with an invitation to submit comments by post or to a dedicated email address.

10.2. Local Implementation Plan Stakeholders Forum 10/12/04

Attendees

Councillor James Dawson (Chair) (JD)
Councillor David Winskill (DW)
Councillor Bob Hore (BH)
Councillor Judy Bax (JBa)
Councillor Jean Brown (JBr)

Malcolm Smith (MS) Team Leader Transportation
Bob Turner Principal Transport Planner
Michael Carr Principal Scrutiny Support Officer

Tony Vickers (TV) Association of British Drivers
Pam Moffatt (PM)
Richard Taylor (RT) Living Streets
Paul McKay (PMc) Living Streets
Rob Barnett (RB) Specialist Youth Worker Young People Disabilities
Paul Hamblin Friends of the Earth
Henrietta Doyle (HD) Phoenix Group
Paul Simpson (PS) London Transport Users Committee
Paul Canti (PC) Muswell Hill Metro Group

Frank Bell (FB)
Terry White (TW)
Denis Allan (DA)

Cllr Dawson welcomed the participants. Malcolm Smith gave a short presentation on the Local Implementation Process. There was then discussion under the topic headings prioritised by the Transport Scrutiny Review Panel.

1 Bus journey time and reliability

The Borough target for improving bus journey times has yet to be set by Transport for London

- **Should the Council be supporting more bus lanes?**
- **Should bus services not be timetabled but services provided every few minutes?**
- **Should the Council be aiming for improved bus service reliability rather than overall journey speed?**

TV – bus services are better not timetabled, reliability rather than pure speed should be the aim. Not sure about bus lanes, they benefit on group over another. Too many cause congestion which also affects buses.

RT - Yes to all three propositions. Waiting for the bus is the unpleasant part of any journey, Need more stops in convenient places and new routes especially orbital.

Draft Local Implementation Plan

Chapter 10 Consultation Results

PM – we need to make sure that older people are considered in bus planning. Speed can be a problem for Older people.

P? - Agreed with the previous point. There was a need to assess peoples travel objectives. Reliability was more important than journey speed. Every stop should have Countdown. Bus lanes were needed and led to less cars. A range of different mechanisms were required.

RB - Transport was very important to youth. Safety was the biggest issues, for example, assaults on the top deck of buses. Independent Travel Training students were advised to travel downstairs. East-West trips were difficult in the borough.

DW – agreed that new orbital routes were very necessary.

2 Parking and Enforcement Plan

Consultants JMP are currently preparing the PEP. TfL expect the PEP to include a strategy statement setting out the aims of the Borough's parking policies and its role in overall transport and planning strategy and a statement of how the PEP will reduce long stay parking, bring about improvements to bus services and enhance the viability of businesses and town centres.

- **What criteria should the Council use in considering further Controlled Parking Zones?**
- **What hours of operation should a CPZ have?**
- **Should the Council be supporting parking for business use in its town centres?**

TV – Enforcement should be related to supply , Off street parking spaces should be increased. Lack of parking leads to congestion. On the criteria for new CPZ's, these were supported where they were well founded, but should be kept to a minimum. There are alternatives to CPZs. No restrictions should be introduced just to achieve modal shift.

JD (Chair) asked when are CPZs well founded?

TV – There are some streets where lack of off street parking would necessitate a CPZ. There should be more parking at transport interchanges .

PM – Parked vehicles often obstructs disabled people.

PH referred the group to the written comments submitted by Friends of the Earth. Front gardens were used as car parking. There was a lot of scope for alternatives to use of a car. Need to look at more efficient use of car. Increased housing density generated parking pressure. FoE supported car pooling and increased use of public transport.

RT – Living Streets were against motorists! The key is getting the balance right. Research showed people used local shops when cycling or using public transport. There should be more buildouts on corners to assist pedestrians.

FB – CPZ's were required around schools to tackle school run congestion.

PMc – CPZs were often actioned due to railheading around stations.

JD – Car parks should be designated around stations.

TV – An easy link must be provided between cars and public transport.

PMc – asked what was wrong with walking.

Draft Local Implementation Plan Chapter 10 Consultation Results

TV said plans for CPZ's should be realistic and not aspirational.

PMC – CPZ had enabled people with disabilities to cross the road.

PH - rail and bus stops were not in the middle of nowhere! There was concern about railheading, for example at Bowes Park. The key issue was to make sure there was good access to stations further out.

TV – reiterated that people were more likely to use public transport if facilities were provided.

Driver psychology was misunderstood. There were too many sticks and not enough carrots.

DW – not a car owner but revenue raising shouldn't be the priority .

RT – felt freer using public transport. PM – a lot of people were against footway parking .

HD – agreed with PM.

Before proceeding to the next topic the Chair introduced Paul Canti of the Muswell Hill Metro Group. The Group advocated a single track metro type service to Alexandra Palace. The line would improve the viability of Alexandra Palace. An appraisal was required of the impact on the Parkland Walk.

3 Infrastructure Improvements

a) Walking

- Should we be undertaking an audit of street furniture [linked to GIS inventory] in the Borough's town centres?
- How should we determine the relative priority between pedestrian movement and vehicle traffic?

b) Cycling

The draft Cycling Action Plan is proposing making no distinction between the road network and the highway network, acknowledging cyclists wish to use all roads.

- Should future expenditure on cycling be targeted at making all the Boroughs roads safe for cycling rather than on dedicated cycle routes and lanes?
- Should we seek to increase the number of cycle parking spaces particularly in town centres?
- Should the Council be supporting cycle lanes on the carriageway or favouring widened footways?

c) Public Transport

- What major bus projects should the Council be supporting?
- What major rail/underground projects should the Council be supporting?

d) Road

Are there major road infrastructure proposals the Council should be supporting?

Draft Local Implementation Plan

Chapter 10 Consultation Results

HD – yes to the idea of an audit of street furniture. Two-thirds of elderly blind people won't go out alone. The balance needs to be towards pedestrians. Yes to cycle lanes, to combat footway cycling, but there is a need to cater for crossing visually impaired people. There should be audio announcements at bus stops and on buses. There were problems at bus stops when two or more buses arrived at once, making it difficult to see route numbers and causing problems for the less ambulant.

RT- Living Streets thought that walking should come first. The Living Streets Manifesto and Action Plan: Living Streets were disappointed that there is a draft Cycling Plan but no Walking Plan. 20mph zones encourage cycling and reduce footway cycling. Also in favour of audible announcements on buses.

PS – Audit of Street Furniture is a good idea and would benefit everybody. Need to get away from steel roller shutters on shopfronts. More people out and about improves security. Every journey starts with a walk! Therefore 20mph/Home Zones were also a good idea. On cycling there was a concern that facilities were discontinuous and seemed to be expensive in relation to the benefits. On public transport small improvements should not be ignored.

BH – Tactile facilities on crossing push button boxes should be standard. Concern about high spend low benefit cycling schemes, The network is crucial. Total road space should be divided appropriately. Cycle lanes can be protected. Lanes give relief but end at dangerous junctions. A vast increase in safety is required. Some cycle lanes can be dangerous and expensive eg Mayes Road. Some railings are hazardous. Longer distance routes are useful but need to be more continuous and better signed.

PH – Confusing design of some facilities, cost not justified. Audit of street furniture – see the English Heritage 'Save our Streets' campaign. On relative priority York has a road user hierarchy. Would a diagonal pedestrian crossing of the junction by Wood Green Station be possible. Tottenham Gyratory needed addressing. FoE opposed the 1980's North Circular Road Scheme.

TV – Happy to see Council support for public transport, but ignoring road improvements was a mistake.

PM – Schemes such as Dial-a-Ride and Taxicard should be supported. Safe loading and unloading for Dial-a-Ride was needed. DaR was having to use bus bays. More accessible transport was needed.

PS – Junctions were also confusing for pedestrians. Cycle parking should be encouraged.

PM – More accessible mainstream transport frees up door-to-door services for those with no alternative.

BH – More cycle stands are required. There are, however, probably too many bikes to be able to provide secure parking. Planning conditions should include cycle parking and other facilities such as showers. Buildouts were good for pedestrians, but squeeze cyclists eg Station Road, Wood Green. Long slip roads caused problems for cyclists..

TV – Nibs, buildouts and road humps force cyclists into pinch points. Bus boarders cause motorists to swing into opposite lane.

RT – Balance is required. There is too much space for cars vs buses

Draft Local Implementation Plan Chapter 10 Consultation Results

TV – Bus priority measures decrease tolerance of buses by motorists. Psychology needs to be taken into account.

RT – pressures are increasing.

4 Road Traffic Reduction

The Mayor's Transport Strategy requires inner London Boroughs [Haringey is defined as inner London] to contribute to a target of zero traffic growth between 2001 and 2011. A target of zero traffic growth also applies to Metropolitan Centres such as Wood Green. We are required to publish our own target in the LIP.

- Should the Council be setting a target for limited traffic growth given the Government set requirements for new development in the Borough?

- How do you think local residential areas can be protected from through traffic?

HD – Other strategies such as walking and cycling impact on traffic growth, the reduction in traffic during school holidays is a good example.

PM – Speeds needed to be lowered. Attitudes can be changed as with smoking.

TV – Traffic growth cannot be contained. To improve air quality and safety it is better to improve traffic flow and reduce congestion. This also reduces rat running traffic. Better to get traffic running smoothly.

PH – More housing development could generate traffic. Developments could be car-free, car pools could also help. The Department for Transport 'Smarter Choices' document give alternatives. Peak period congestion can be reduced by non-infrastructure measures.

TV – agreed about the school run. Suggested US style yellow school buses. In some parts of the US overtaking of a loading school bus was illegal.

RT – Living Streets believed in starting in schools.

5 Road Safety/20mph Zones/Home Zones

The draft Road Safety Plan was submitted with the 2005/6 Borough Spending Plan. The Plan proposes a speed management plan in which roads are categorised such as Traffic Routes, Mixed Priority Routes and Residential areas. Each type has a target speed and an indication of the measures that could be used to reduce crash casualties.

The Borough is expected to meet the following targets from a 1994-8 base by 2010.

40% reduction in people Killed and Seriously Injured [KSI]

40% reduction in pedestrians KSI

40% reduction in cyclist KSI

40% reduction in powered two wheeler casualties

50% reduction in child KSI

10% reduction in slight casualties

School road safety: review road safety around all schools

Draft Local Implementation Plan

Chapter 10 Consultation Results

Home zones [which give the priority of road space to pedestrians, cyclists and children] could contribute to road safety but are expensive to implement because of higher levels of physical work and extensive public consultation.

- Should the Council be supporting widespread introduction of 20mph zones?
- What would be the most effective means of achieving the target reduction in KSI accidents?
- How do you think the Council can reduce accidents on the main road network?
- The requirement for the introduction of speed cameras is based on high numbers of KSI accidents. Should the Council be supporting a lower level of criteria to assist enforcement of 20mph speed limits? Are single speed cameras effective or should there be a series of cameras?
- Should the Council give priority to more Home Zones over more 20mph zones if it accepts that a comprehensive programme would take many years to implement?

TV – Prior to 1992 when speed cameras were introduced there was a 5-6% annual reduction in accidents. There was a tendency to believe that slowing traffic reduces accidents. KSI accidents were now rising. Bad attitude kills not trivial offences on speed. Intelligent and targeted police effort should be directed at drivers without tax and insurance. Not convinced that Home Zones and 20mph zones will have the desired effect. There shouldn't be a reliance on electronic systems, however interactive traffic signs should be considered.

RT - agreed on targeting illegal drivers, but disagreed on the statistics given by TV. Living Streets welcomed 20mph zones. Agreed on interactive signs. Speed cameras were effective in some instances.

JD (Chair) asked if residential road *and* high roads should be 20mph?

PH – Overspeeding was both chronic and acute. We were talking about risk. There should be a presumption for safety.;

TV – Speed limits set below the 85th percentile decrease the engagement of motorists, therefore speed limits increase accidents.

HD – 20mph limit was appropriate for residential roads. There was a problem on Great Cambridge Road where the dual carriageway encouraged drivers to accelerate to 60mph although the limit was less.

RT – Sustainable transport was important. Speeds over 20mph discourage pedestrians. Liked concealed cameras and looked forward to speed limiters in the future. Speeding should be seen as anti-social behaviour .

DA – The police should be able to prosecute jay walkers!

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Draft Local Implementation Plan Chapter 11 Borough Core Capacity Statement

This form will be completed shortly before submission of the LIP to TfL to ensure that the most up-date information is provided.

Capacity	Current Status	Planned Status (Provide Milestones where appropriate)
<i>Tangible Resources</i>		
Organisation and People		
Management Systems – Hardware & Software		
Depots, Machinery, Equipment etc.		
<i>Intangible Resources</i>		
Plans & Policies		
Decision Making Process / Stakeholder involvement		
Data Collection and Sets		
Quality Management & Quality Assurance		
CPA Assessment, CharterMark, Best Value ¹		

Format – this table is also provided as an Excel Spreadsheet for the use of those boroughs providing further supporting information.

Please indicate clearly where the relevant resource is owned / managed / deployed by contractors, including indicating which core personnel are either agency, contract or consultancy staff.

Note: This is intended to be a summary / short document – please cross-reference to supporting material and attach as necessary (e.g. organisation charts, training plans, equipment lists)

¹ Relevant to transport

Summary of LIP funding

NB These figures subject to checking and revision

Year of Delivery	2005/06	2006/07	2007/08	2008/9
Road Casualty Target Areas	415	300	250	250
Possible Measures on Non A roads	70	68	68	68
School Road Safety Schemes	0	220	210	200
20mph Zones	450	350	400	400
Home Zones	350	110	410	410
Bus Priority Implementation	0	740	735	770
Archway Road Anti-suicide	69	250	50	0
Congestion Bottlenecks	595	455	335	0
Community Transport	0	100	100	100
Access to Rail Stations	0	425	300	220
Bus Stop Accessibility	87	301	294	231
Junction Pedestrian Improvements	0	255	255	255
Pedestrian Crossing Audit	0	25	25	25
Complementary Measures	0	25	25	25
LCN Plus and Local Cycle Schemes	325	285	410	400
Cycle Route Implementation & Stakeholder Plan (CRISP)	0	285	410	400
Local Cycle Network	0	250	250	250
Cycle Parking	20	20	20	20
Cycle Training	60	75	75	75
Non Principal Road Resurfacing	1000	500	415	450
Footway Works	375	400	250	250
3 Year Road Maintenance	791	2520	2570	0
Local Distributor Roads and Others	0	0	0	920
4 yr Bridge Maintenance	74	420	249	41
Street Lighting	1000	1000	1000	1000
Tottenham High Road	0	300	0	0
Park Lane	0	530	0	0
Stoneleigh Road	0	120	0	0
Green Lanes	0	0	0	0
West Green and Seven Sisters	0	0	0	0
Crouch End Town Centre	0	0	0	0
Muswell Hill Town Centre	0	0	0	0
Travel Awareness and Travel Plans	2	100	100	100
Total Costs	5683	10429	9206	6860
Council Tax				
Net Parking Revenue				
Revenue Support Grant				
Section 106				
BSP	2517	6009	4971	424
Other TfL	3166	4420	4235	2620
SRB/ODPM				
Business Improvement Districts				
Private Finance				
Initiative				
Prudential				
Borrowing				
Other				
Total Sources	5683	10429	9206	6860