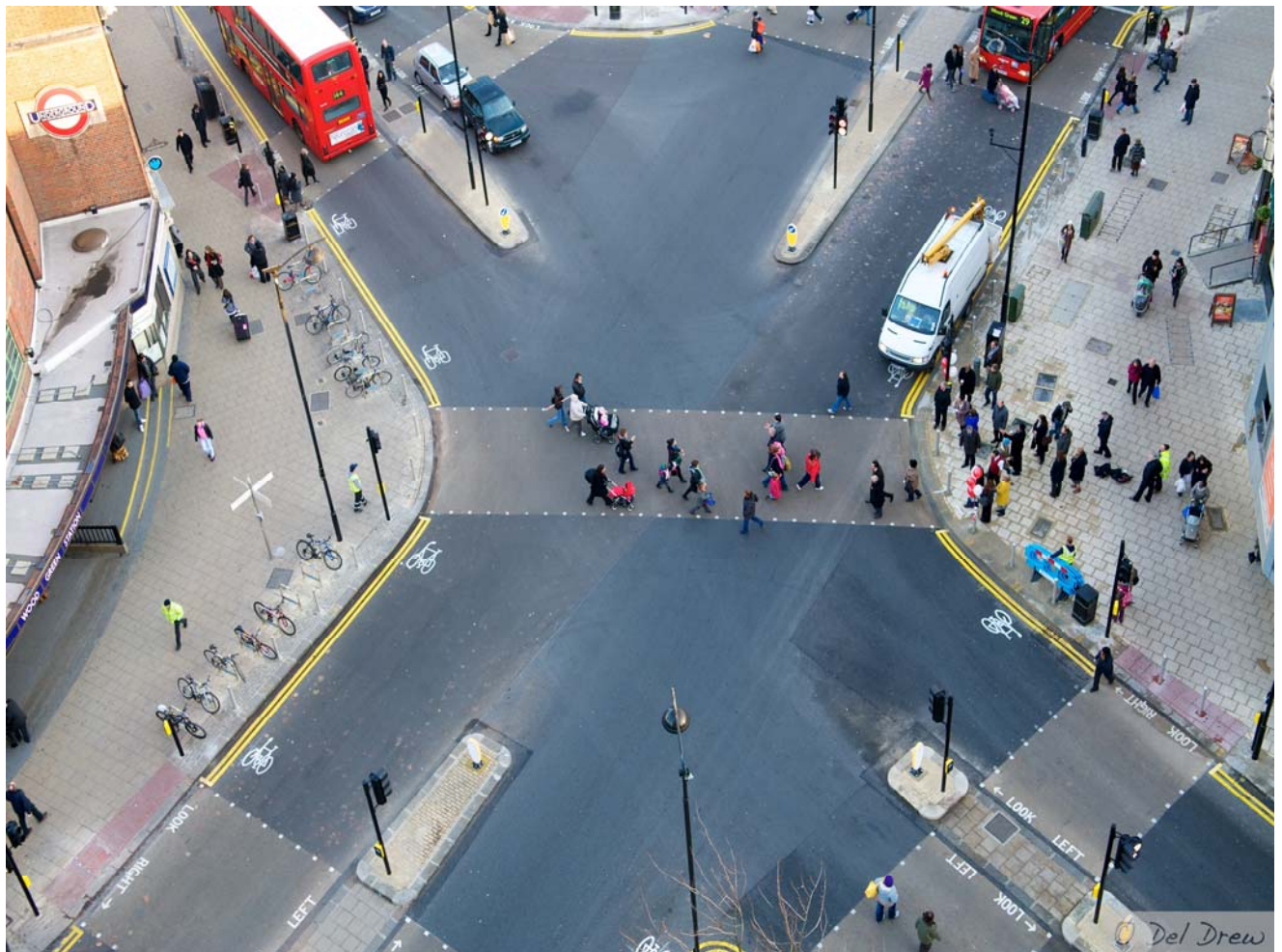


Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011-2031

Final Document



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EXECUTIVE SUMMARY

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

Haringey's transport challenges

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

- Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough.
- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.
- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.
- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.
- Reduce Haringey's CO₂ emissions from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025.
- Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.
- Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network.
- Ensure that transport protects and enhances Haringey's natural and historic environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.
- Minimise the effects of unpredictable events arising from climate change on the transport network.

LIP delivery plan priorities

The objectives have been used to develop our transport programmes and projects. The LIP delivery plan prioritises the types of transport schemes to be delivered during the 3 years period from 2011/12 to 2013/14 and beyond. The table below summarises the delivery plan programme from 2011/12 to 2013/2014.

Our Delivery Plan is summarised in the table below.

Project/ Programme	2011/12 £k	2012/13 £k	2013/14 £k	Total £k
Green Lanes Corridor, Harringay and St Ann's Neighbourhood	150	586	500	1,236
Tottenham gyratory complementary measures for 20 mph zone in residential roads off Broad Lane & south of Broad lane [Tottenham Hale + Tottenham Green neighbourhoods]	0	30	160	190
Wood Green High Road from north of station to borough boundary [completion of 2010/11 scheme]	100	0	0	100
North Tottenham neighbourhood [linked to proposed Spurs development]	360	619	127	1,106
Local safety scheme programme	200	200	200	600
Road Safety programme	100	200	200	600
Environmental (DIY) Streets/ 20mph zone - Langham Road area	400	0	0	400
Environmental (DIY) Streets/20 mph zone - Hornsey area	75	225	100	400
Environmental (DIY) Streets/20 mph zone - Warwick Gardens	0	0	90	90
Greenways cycling & pedestrian routes	100	0	0	100
Implementation of central section of Link 4 between Wood Vale and Alexandra Palace	200	100	0	300
Link 78	0	100	0	100
Biking Borough - Cycle hub in Wood Green	156	147	147	450
Biking Borough Strategy delivery	61.5	205	54	320.5
Cycle training	100	100	110	310
Electric charging points	20	20	20	60
Car club expansion	20	30		50
Cycle parking [estate and on street]	23	21	21	65
Street Lighting enhancements - borough wide	800	800	800	2,400
Parking Plan	600	600	600	1,800
Cycle enhancements	171	0	0	171

Tree planting programme	30	30	30	90
Air Quality strategy	30	30	30	90
Pedestrian enhancements	750	399	115	1,264
Sub regional workplace travel planning	25	25	25	75
Smarter Travel website	5	5	5	15
Marketing campaign	70	70	70	210
Setting up Neighbourhood champions	5	5	5	15
Launch event for smarter travel initiatives	20	20	0	40
Greenways complementary measures (Link 04)	25	0	0	25
Supporting measures for Cycle Hubs	50	83	83	216
Town centre and retail areas travel planning	50	50	60	160
Publicity and marketing measures for schools	50	100	104	254
Road safety interventions in schools	50	50	60	160
Festival roadshows	40	40	60	140
Walk and cycle reward incentives	40	40	50	130
Child Road Safety Project	20	20	20	60
Smarter travel staff resource	83	90	90	263
Shopmobility/Community Accessibility scheme	40	40	40	120
Local transport projects	100	100	100	300
Sub total (£k)	5,119.5	5,180	4,076	14,375.5
Principal Road maintenance	380	493	472	1,345
Borough Road + footway maintenance - borough wide	1,300	1,300	1,300	3,900
Bridges	166	1,989	1,304	3,459
Sub total (£k)	1,846	3,782	3,076	8,704
Major Scheme - Wood Green High Road	100	1,800	1,956	3,856
Overall Total (£K)	7,065.5	10,762	9,108	26,935.5

Performance Monitoring Plan

As part of the LIP the Council is required by the Mayor to prepare a Performance Monitoring Plan including targets for five mandatory indicators [mode share, bus service reliability, asset condition, road traffic casualties and CO₂ emissions]. We are also proposing a number of non-mandatory indicators with associated targets to reflect our focus on key transport issues.

We are also required to provide clear support for Mayoral projects for cycle superhighways, cycle parking, electric charging points, “Better Streets” principles, cleaner local authority fleets and increasing the number of street trees.

Equality Impact Assessment

In preparation of the LIP delivery plan an Equality Impact Assessment (EQIA) is included to ensure the proposals put forward within the document do not result in discrimination or unfair treatment against equality groups.

Strategic Environmental Assessment

A Strategic Environmental Assessment (SEA) of the LIP has been undertaken to ensure the schemes and programmes put forward consider all relevant environmental considerations. The SEA has been produced in consultation with The Environment Agency, Natural England and English Heritage.

1 Introduction

1.1 Background

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

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

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

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

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

1.2 Development of the Haringey Council LIP

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

1.2.1 Equality Impact Assessment (EQIA)

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

1.2.2 Strategic Environmental Assessment (SEA)

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

1.3 Structure of the Haringey LIP

The rest of the document is structured as follows:

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

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

Chapter 4 sets out Haringey's Performance Monitoring Plan, which outlines the core and locally set targets and associated performance indicators. This will enable the Council to monitor the delivery of the LIP and ensure schemes deliver the intended outcomes identified by the LIP objectives.

Appendix A consists of the Equalities Impact Assessment. Appendix B is the Strategic Environmental Assessment Environmental Report. Appendix C describes the LIP Policy influences, Appendix D and E are the maps of the borough's corridors and neighbourhoods. Appendix F describes the LIP scheme funding prioritisation criteria process. Appendix H details the correspondences received from the Statutory and Public consultation stage and the Council's responses in terms of LIP amendments. Appendix I contains a multi modal transport map of the borough. Appendix J contains details of the Smarter Travel Programme data analysis.

2. Borough Transport Objectives

2.1 Introduction

This chapter sets out Haringey's Borough Transport Objectives for the period 2011 to 2031, reflecting the timeframe of the revised Mayor's Transport Strategy (MTS). It is structured as follows:

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

2.2 Local Context

2.2.1 About Haringey

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

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

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

2.2.2 Haringey's places

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

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

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

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

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

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

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

2.2.3 Haringey's people

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

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

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

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

2.2.4 Haringey's economy

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

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

Haringey is strategically located in the London-Stansted-Cambridge-Peterborough growth area. With strong links to the City, West End and Stansted Airport the borough is very well placed for both business and commuting. By 2016 it is estimated that approximately 350,000 new London jobs will have been created within one hours commuting time of Haringey. These include the new job opportunities being created at Stratford City and the 2012 Olympics – accessible by rail in 15 minutes from Tottenham Hale.

2.2.5 Haringey's housing

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

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

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

2.2.6 Haringey's environment

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

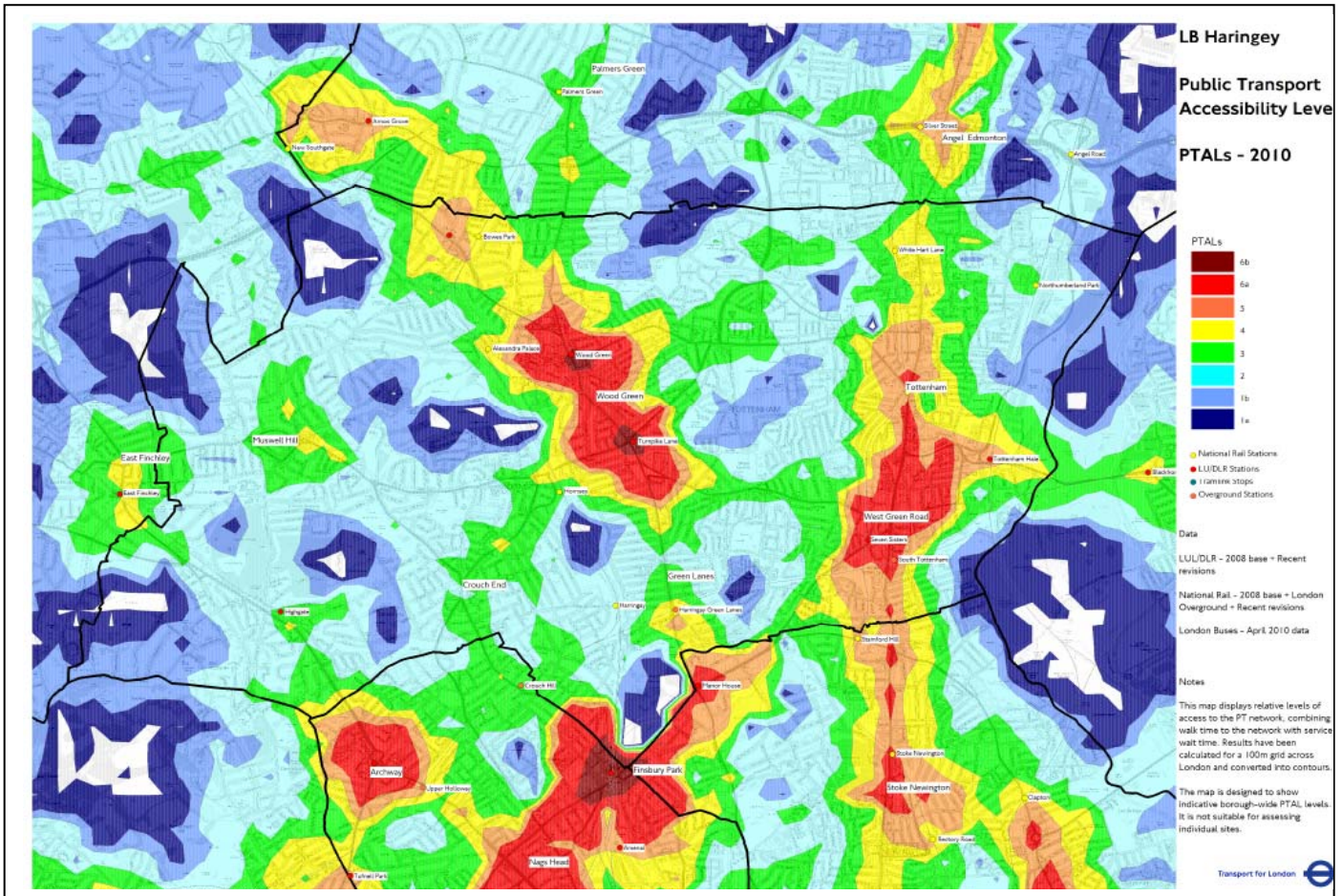
The borough has numerous natural and historical assets. It includes part of the Lee Valley Regional Park, which is Green Belt, areas of Metropolitan Open Land, including Alexandra Park and Ecological Valuable Sites of Metropolitan Importance.

2.2.7 Haringey's Transport Geography

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

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

Figure 2.1 Public Transport Accessibility Levels for Haringey



The Borough has 351km of roads made up of 30.3km of A roads [7.4km Transport for London Road Network and 22.9km of other Principal roads], 19km B roads, 21.4km of other classified roads and 280.3km of unclassified roads. The TLRN roads are the A1 Archway Road and A10 Tottenham High Road, both running north-south in the Borough. In addition the A105 Wood Green High Road/Green Lanes, A1080 Westbury Avenue/The Roundway (west), A1010 Tottenham High Road and A1000 Great North Road are part of the Strategic Road Network. The main road network carries significant volumes of traffic as shown in table 2.1

Table 2.1 Main road network and traffic volume

Road	Typical average annual daily flow [2008]
A103 Tottenham Lane	21,657
A109 Bounds Green Road	23,704
A109 Lordship Lane	18,016
A504 Priory Road	27,757
A1010 High Road Tottenham	18,310
A1055 Watermead Way	34,970
A1 Archway Road	26,322
A10 Bruce Grove	12,576
A504 Fortis Green	17,498
A504 Fortis Green Road	9,563
A103 Seven Sisters Road	24,741
A504 West Green Road	13,112
A10 High Road Tottenham	44,748
A105 Green Lanes	24,226
A504 Turnpike Lane	10,927
A1201 Crouch Hill	11,420
A1080 The Roundway	38,177
A103 Crouch End Hill	23,800
A105 High Road Wood Green	30,432
A10 The Roundway	13,590
A1080 Westbury Avenue	15,342
A10 Great Cambridge Road	35,135
A503 Ferry Lane	21,455
A504 Muswell Hill	24,400
A103 Tottenham Lane	11,874
A504 Hornsey High Street	10,928
A1 Aylmer Road	37,134

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

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

The key transport network and links for Haringey are detailed in table 2.2 and shown by the multi modal transport map of the borough in Appendix I.

Table 2.2 Haringey's existing transport geography

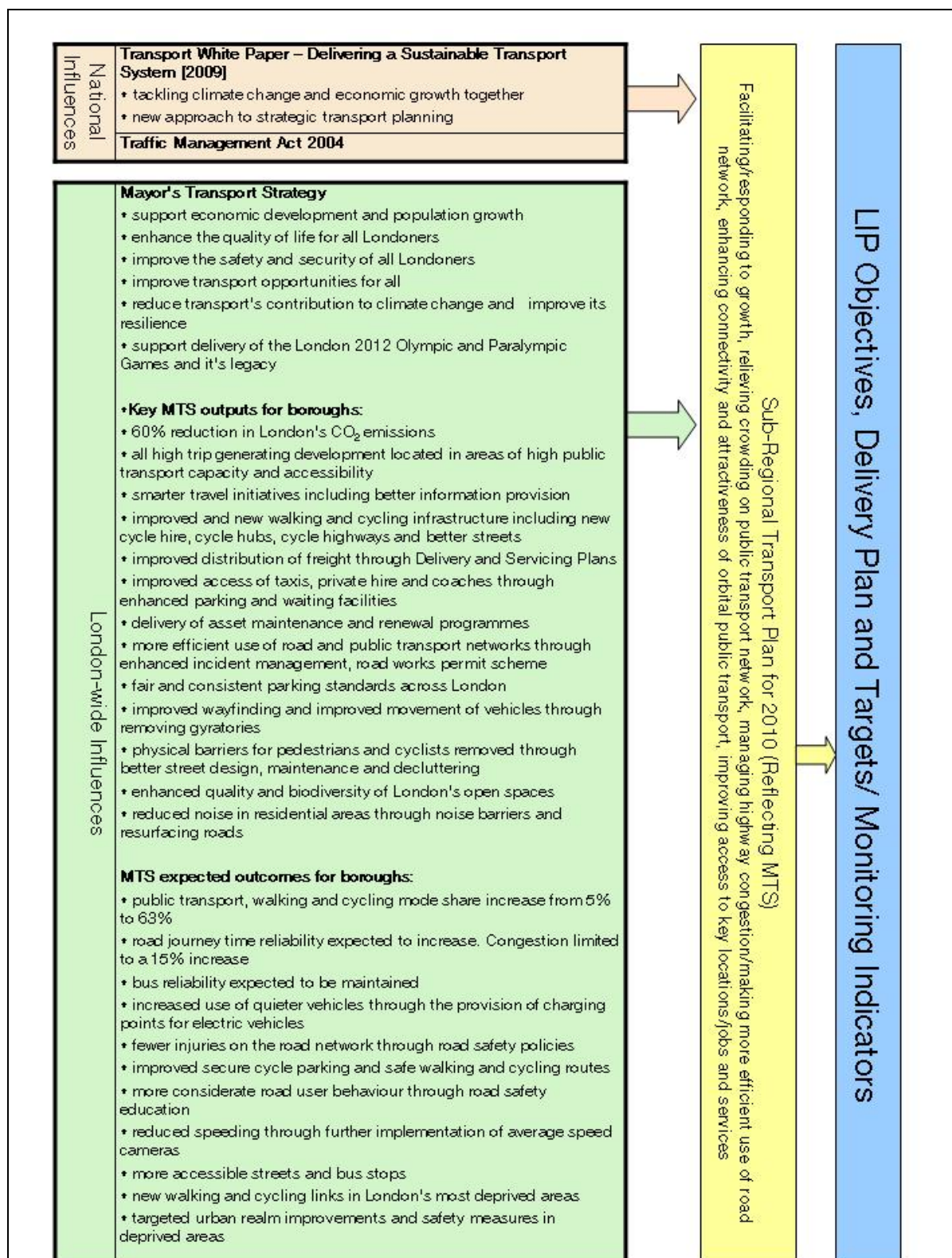
Level	Key Origin/ Destinations	Multi-modal Transport Corridors	Interchanges between networks
International	-	-	-
National	London- Stansted- Peterborough Growth Corridor – Tottenham Hale	Stansted/West Anglia corridor	-
London-wide	Opportunity Areas – Tottenham Hale Areas for Intensification – Haringey Heartlands	Rail – First Capital Connect, National Express East Anglia Road – TLRN A10, A1	-
North Sub – region	Metropolitan town centre – Wood Green Major shopping centres – Tottenham High Road, Crouch End, Green Lanes, Muswell Hill, West Green Road Key destinations – Spurs football ground, College of North East London [CONEL]	Sub-regional strategic transport corridors and services Underground – Victoria, Piccadilly, Northern lines TLRN – A503 Seven Sisters Road Major borough roads – Tottenham High Road [A1010], Wood Green High Road/Green Lanes [A105], Fortis Green/Muswell Hill/Hornsey High Street/ Turnpike Lane [A504] Park Road/ Crouch Hill/ Stroud Green Road [A1201] Bus Corridors – Wood Green High Road [12 bus routes], Green Lanes [2 bus routes], Tottenham High Road [4-10 bus routes], Stroud Green Road/Crouch Hill/Park Road/Muswell Hill [1-3 bus routes], Muswell Hill Road/Archway Road [2-3 bus routes], Seven Sisters Road [2 bus routes], Ferry Lane/West Green Road [2-4 bus routes], Muswell Hill/Priory Road/Hornsey High St/Turnpike Lane/Westbury Avenue/The Roundway [2-4 bus routes] Cycle corridors – 8 LCN plus links	Interchanges - Seven Sisters [rail/underground/A10], Tottenham Hale [rail/underground], Finsbury Park [rail/underground] Wood Green [underground/bus] Underground stations – Turnpike Lane, Bounds Green Major road junctions – Tottenham gyratory [A10 High Road/A504 Ferry Lane], Bounds Green Road/North Circular Road [A406]
Local	Local Shopping Centres – 38 throughout the borough Major employers – LB Haringey, and CONEL, Local services – 100 primary, secondary and 6 th form schools,	Local transport corridors and services Roads – 301.7km of local roads Bus routes – 37 day time routes plus 8 night bus routes Cycle routes – 7.6km of LCN plus cycle route as well as 4 Greenways pedestrian and	Local rail stations – White Hart Lane, Bruce Grove, Northumberland Park, Bowes Park, Alexandra Palace, Hornsey, Harringay, Harringay Green Lanes, South Tottenham Local underground

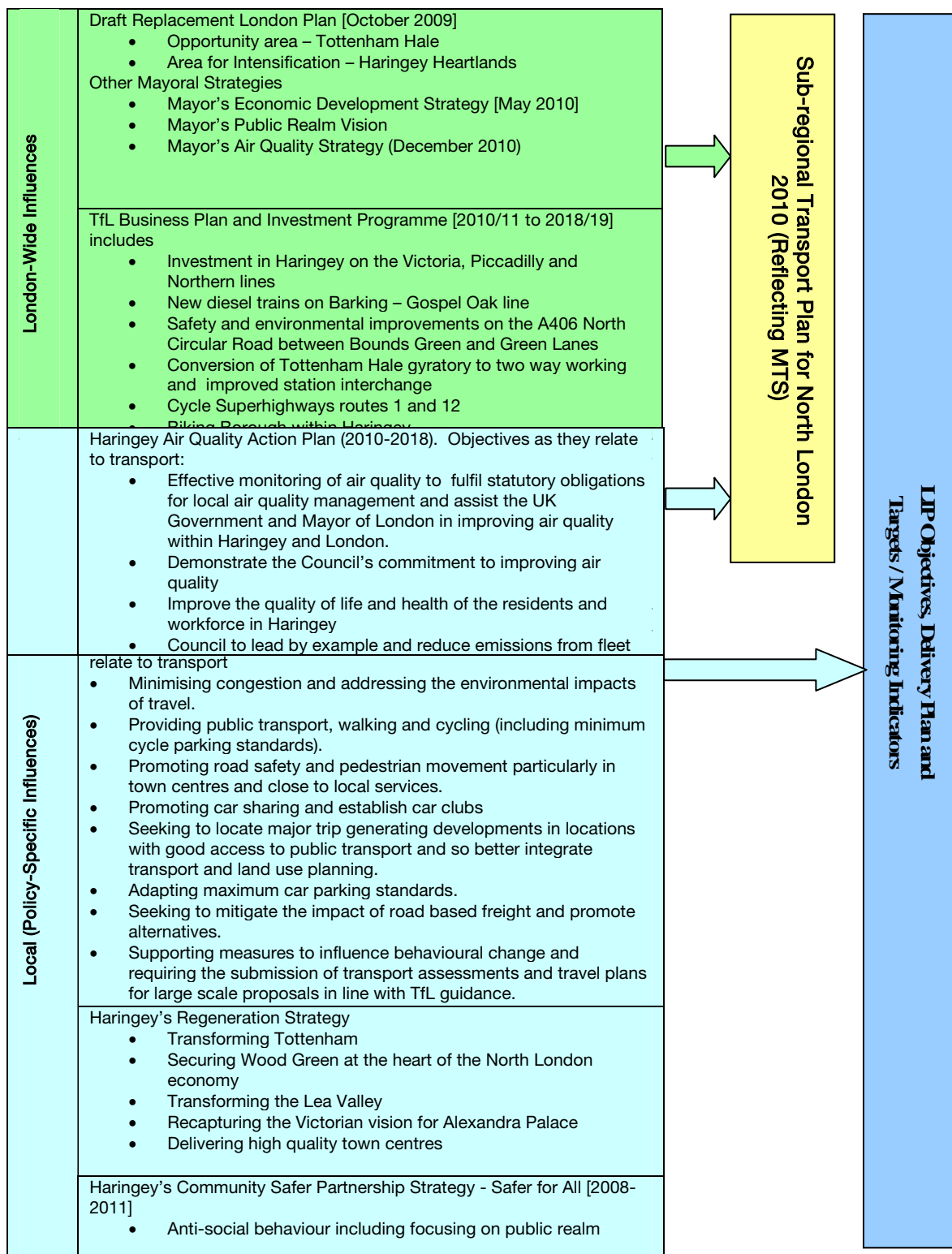
	<p>industrial areas at Garman Road, Mill Mead Road, Haringey Heartlands</p>	<p>cycle corridors Public rights of way – 25.5km of footpaths</p>	<p>stations – Highgate</p> <p>Bus stops - 427 bus stops of which 201 are fully accessible [47%]</p> <p>Key local junctions – A105 Wood Green High Road/Lordship Lane/Station Road, A105 Wood Green High Road/Turnpike Lane, A504 Muswell Hill/Park Road, A1201/A103 Crouch End Broadway, A1010 Tottenham High Road/Northumberland Park, A504 Turnpike Lane/Wightman Road, A109 Bounds Green Road/Brownlow Road, A109 Lordship Lane/Boreham Road/The Roundway, A105 Green Lanes/Seven Sisters Road</p>
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2.2.8 Policy Influences

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

Figure 2.2 – Summary of Policy Influences





2.3 Haringey's Transport Challenges

2.3.1 Introduction

This section sets out the key transport issues, challenges and opportunities for Haringey over the next 20 years. These challenges have been identified and prepared within the context of the goals and challenges of the MTS and the sub regional transport plan for North London. These challenges are presented in table 2.3.

Table 2.3: MTS, North London and Haringey transport strategy goals and challenges

MTS GOALS	MTS CHALLENGES	NORTH LONDON CHALLENGES	HARINGEY CHALLENGES
1. Supporting economic development and population growth	Supporting sustainable population and employment growth	Facilitating and responding to growth, particularly in Brent Cross/ Cricklewood and the Upper Lee Valley.	Plan for the predicted increase in travel demand
	Improving transport connectivity		Improve access to key destinations
	Delivering an efficient and effective transport system for people and goods		Relieve highway congestion
2. Enhancing the quality of life of all Londoners	Improving journey experience	Relieving crowding on the public transport network	Relieve crowding on the public transport network
	Enhancing the built and natural environment		Improve journey experience by providing cleaner, safer, de-cluttered streets
	Improving air quality		Improving air quality through reduced car use
	Improving noise impacts		Reduce noise disturbance from transport
	Improving health impacts		Enhance the built and natural environment through the provision of well designed public spaces and sensitively designed transport infrastructure
3. Improving the safety and security of all Londoners	Reducing crime, fear of crime and anti-social behaviour	Managing highway congestion and making more efficient use of the road network	To reduce crime and fear of crime when travelling in Haringey
	Improving road safety		To continue to reduce all types of road traffic accidents and road safety
	Improving public transport safety		
4. Improving transport opportunities for all Londoners	Improving accessibility	Enhancing connectivity and the attractiveness of orbital public transport	To reduce disadvantage by making sure essential services are accessible for all
	Supporting regeneration and		

	tackling deprivation		
5. Reducing transport's contribution to climate change and improving resilience	Reducing CO ₂ emissions	Improving access to key locations and to jobs and services. Improving walking and cycling infrastructure and promoting sustainable travel behaviours across a diverse population.	To reduce CO ₂ emissions from transport in the borough by 60% by 2025 by reducing car use and encouraging low carbon transport alternatives
	Adapting to climate change		

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

Haringey's local transport challenges and opportunities are identified within the context of each of the five MTS objectives, as follows in section 2.3.2.

In the text box below, each of Haringey's challenges is identified with a link to the relevant LIP objectives and a summary of the delivery plan measures required to address the challenge.

Haringey's transport challenges have been prioritised through consultation with residents, interest groups and organisations. This consultation feedback is detailed in section 2.3.7.

2.3.2 MTS goal: Supporting economic development and population growth

2.3.2.1 Population growth

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

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

2.3.2.2 Haringey's regeneration and growth areas

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

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

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

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

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

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

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

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

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

Link to LIP Objectives:

- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.

Link to delivery plan proposals:

1. Support and continue to lobby TfL in delivering increased public transport capacity, including committed infrastructure improvements on the Underground and Overground network and the West Anglia and Great Northern services through the borough and North London sub region.
2. Work with TfL to enhance public transport connectivity and reliability to key growth and employment centres in the borough.
3. Seek to alleviate public transport crowding and potential highway congestion through implementing integrated transport measures, include infrastructure, behaviour change and smarter travel measures to increase walking and cycling modal share and reduce the demand and the need to travel.

2.3.2.3 Improving transport connectivity

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

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

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

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

Enhancing public transport connectivity, particularly for the orbital bus route network is required to improve accessibility to new employment opportunities from the Borough's town centres and the main public transport interchanges. Improving physical access to the public transport network is also required to improve current transport connectivity.

Link to LIP Objectives:

- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.

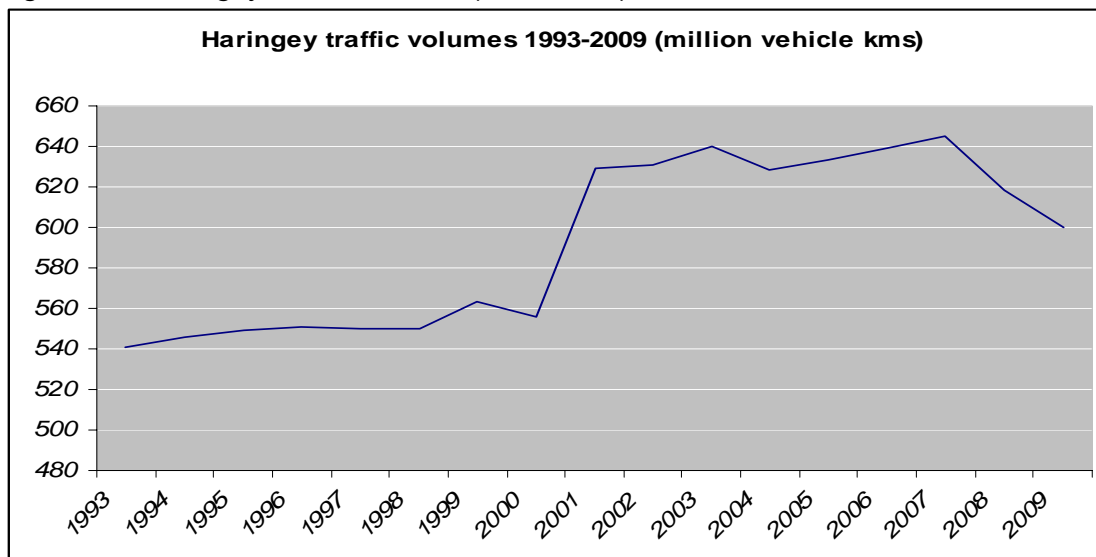
Link to LIP delivery plan proposals:

1. Support and lobby TfL to enhance public transport connectivity, particularly for the orbital bus route network across the borough, which is essential to improve accessibility to new employment opportunities from the Borough's town centres and the main public transport interchanges.
2. Bus priority measures will be identified and funded through the integrated transport programme.
3. The Wood Green town centre major scheme submission would deliver pedestrian, mobility impaired and cycling accessibility improvements to the town centre and the public transport network.

2.3.2.4 Highway congestion

Figure 2.3 shows traffic volumes in Haringey have fluctuated over the last decade, following a steep rise between 2000 and 2001 and further sustained increases recorded between 2004 and 2007. This has since been followed by a sustained reduction during 2008 and 2009 which equates to a 7% reduction in traffic volumes from the peak of 2007 and an overall traffic reduction of 4.6% since 2001. The broadly stable volume of traffic over a ten year period and the recent decline is to be welcomed. However, congestion is an inefficient use of road space.

Figure 2.3: Haringey traffic volumes (1993-2009)



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

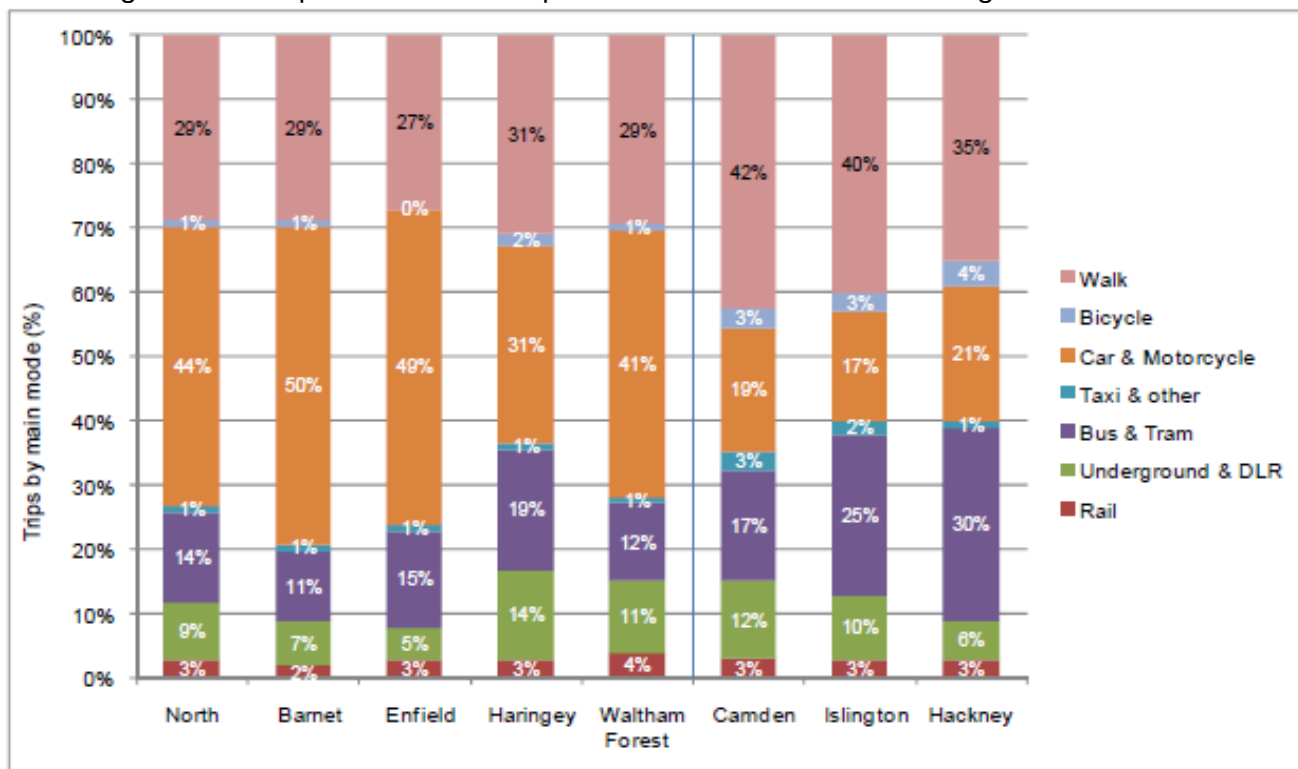
Highway congestion hotspots include town centres, particularly Wood Green High Road through to Green Lanes and Seven Sisters through Tottenham High Road to Edmonton. Other congested hotspots include Seven Sisters Road, the Tottenham Hale Gyratory, the A10 (Great Cambridge Road), the A406 North Circular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

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

2.3.2.5 Modal share

Figure 2.4 displays Haringey mode share in which 36 per cent of trips are made by public transport and only 31 per cent by car or motorcycle. 17 per cent of trips are by rail or underground and approximately one in five trips are made by bus. Haringey’s high bus mode share contributes to the north sub-region having the highest bus mode share of the outer London sub-regions. The transport modal split for Haringey resident’s journeys contrasts with the 50% and 49% of trips made by car in Barnet and Enfield respectively.

Figure 2.4 Comparison of modal split between North London boroughs

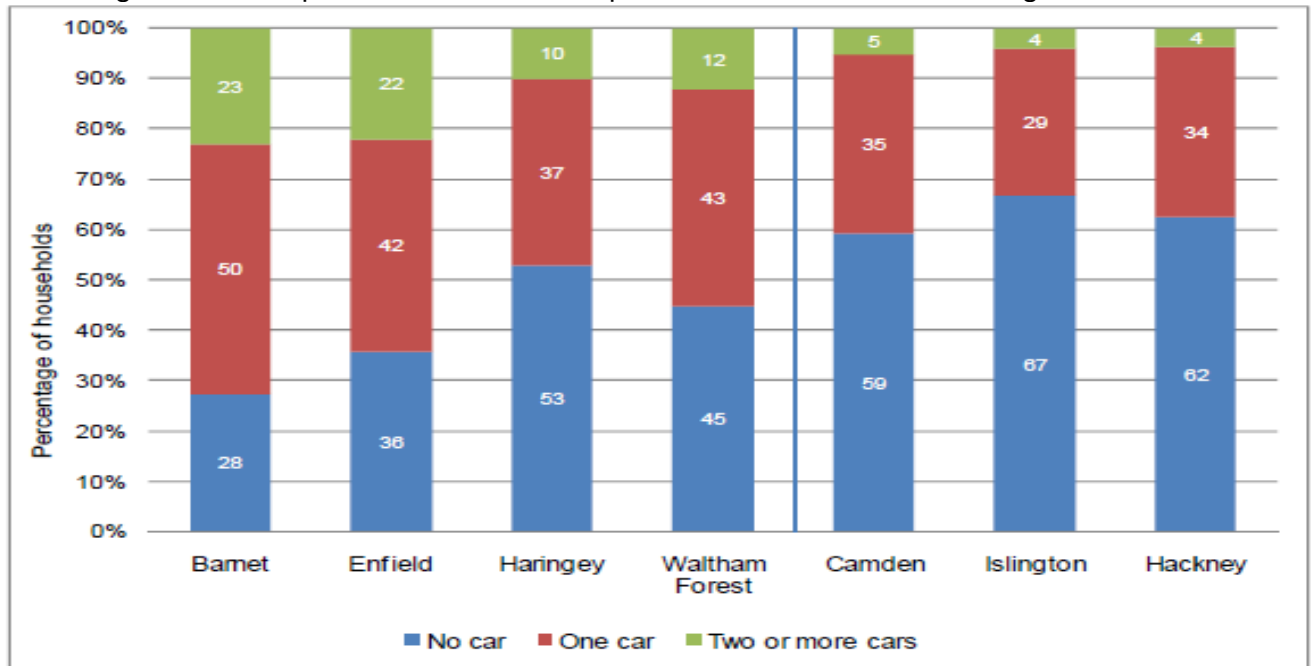


Source: London Travel Demand Survey, 2006-09

Figure 2.5, shows that neighbouring Barnet has the highest proportion of car owning households, with 73% owning at least one car. This contrasts with Haringey where nearly half of households do not own a car. However, despite Haringey’s lower car ownership and usage levels, resident’s quality of life is significantly affected by the detrimental effects of through traffic. This is reflected by the results of the Place Survey 2009 in which Haringey residents identified traffic congestion as an issue which needs improving.

In terms of future car ownership trends, the north London sub-region is forecast to have an additional 61,000 cars by 2031, which is the highest growth of all the sub-regions except east London. Managing for this growth in car ownership and associated increases in parking demand is a significant transport challenge for north London.

Figure 2.5: Comparison of car ownership between North London boroughs



Source: London Travel Demand Survey, 2006-09

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

Figure 2.6 Showing individuals desire to drive throughout the borough

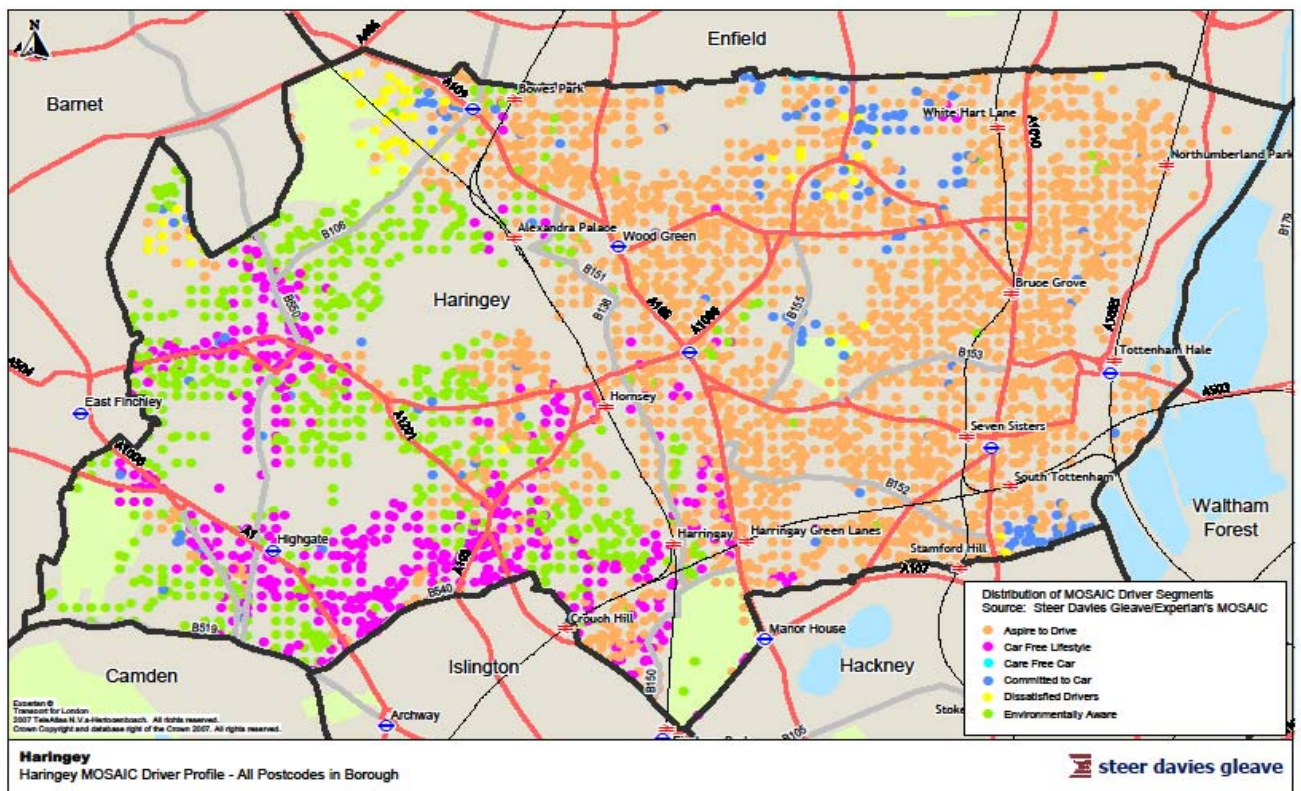


Figure 2.6 summaries data of Haringey's residents preferred travel behaviour to examine the likely potential for people to switch to sustainable travel modes. Six groups have been identified. These include car free lifestyle (purple), environmentally aware (green) and dissatisfied drivers (yellow) who are generally thought to be the most likely groups to use sustainable transport. Haringey is divided in two, with the more affluent population in the west of the borough being dominated by these groups whilst the east of the borough is dominated by groups of residents who aspire to drive (orange), committed drivers (dark blue) and care free drivers (light blue). This data suggests that improving accessibility to local services and amenities and smarter travel measures which provide access to affordable and convenient alternative modes of transport to private car ownership are required to serve residents travel requirements and manage growth in car ownership, particularly in the eastern side of the borough. The geographical split between the higher proportion of residents in the west of the borough being more likely to consider a sustainable travel alternative to car usage could also be associated with the increased affluence of residents in the west of the borough, giving them the opportunity to choose a lifestyle preference.

Haringey Challenge: Relieve highway congestion.

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

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

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

Link to LIP Objectives:

- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.
- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Reduce Haringey's CO₂ emissions from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025.
- Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.
- Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network.

Links to LIP delivery plan proposals:

- The majority of schemes and initiatives funded through the corridor, neighbourhoods and supporting measures programme are designed to reduce traffic congestion by encouraging sustainable travel alternatives to private car use.
- Influencing travel behaviour change through smarter travel planning measures to increase walking and cycling modal share and reduce the need to travel, including workplace and school travel planning.
- The Biking Borough proposals and cycle network infrastructure improvements to encourage an increase in cycling.
- Encourage sustainable car usage through the expansion of the car club scheme and provision of electric vehicle charging infrastructure.
- Improved accessibility of town centres by sustainable modes of travel.
- Support TfL with increasing public transport capacity and connectivity

2.3.2.6 Crowding on the public transport network:

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

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

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

In the short/medium term capacity enhancements between Alexandra Palace and Finsbury Park will alleviate crowding and increase service reliability on this section.

The committed interventions in north London will result in some improvements in crowding in 2031, such as the Thameslink line and services from Welwyn Garden City. However, generally the additional demand resulting from the forecast growth will lead to severe crowding in 2031, particularly on the Finsbury Park to central London corridor, on both branches of the Northern line and on the Jubilee line south of Finchley Road.

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

Haringey challenge: Relieve crowding on the public transport network:

In addition to the planned increases in public transport capacity a key approach to relieving crowding on the network is to alleviate current peaks in travel demand and to reduce the necessity to travel by public transport by encouraging walking and cycling

Link to LIP Objectives:

- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.

Links to LIP delivery plan proposals:

- Smarter travel measures will encourage a switch from public transport to walking for shorter journeys, and as a link between public transport networks.
- Influencing travel behaviour change through smarter travel planning measures to increase walking and cycling modal share and reduce the need to travel, including personalised, work place and school travel planning.
- The biking borough proposals and cycle network infrastructure improvements to encourage an increase in cycling including implementation of the Cycle superhighways, Greenways cycling and pedestrian routes. These schemes will encourage some to shift to cycling from crowded bus, rail and underground lines.
- Cycle training and education, training and publicity initiatives.

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

2.3.3.1 Improving journey experience:

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

Poor journey experience can influence the choice of transport mode used to travel. In terms of public transport, overcrowding, congestion delays, cleanliness and poorly maintained highways, lighting and footways access can lead to uncomfortable and hazardous journey experiences. The deterioration in the condition of the borough's highways during the freezing winter weather of 2009/10 and the winter of 2010/11 emphasised the importance of delivering an efficient highways maintenance regime, for road traffic, cyclists and pedestrians.

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

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

Link to LIP Objectives:

- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Reduce Haringey's deprivation and health inequalities by improving access for **all** to essential services, including health, education, employment, social and leisure facilities across the borough.
- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.

Links to LIP delivery plan proposals:

- The Wood Green town centre major scheme submission will improve journey experience by delivering urban realm, pedestrian, mobility impaired and cycling accessibility improvements to the town centre and the public transport network.
- The DIY streets programme will deliver accessibility improvements of the street environment.
- The Biking Borough proposals and cycle network infrastructure improvements to encourage an increase in cycling including implementation of the Cycle superhighways, Greenways cycling and pedestrian routes. These schemes will encourage some to shift to cycling from crowded bus, rail and underground lines.

2.3.3.2 Improving air quality

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

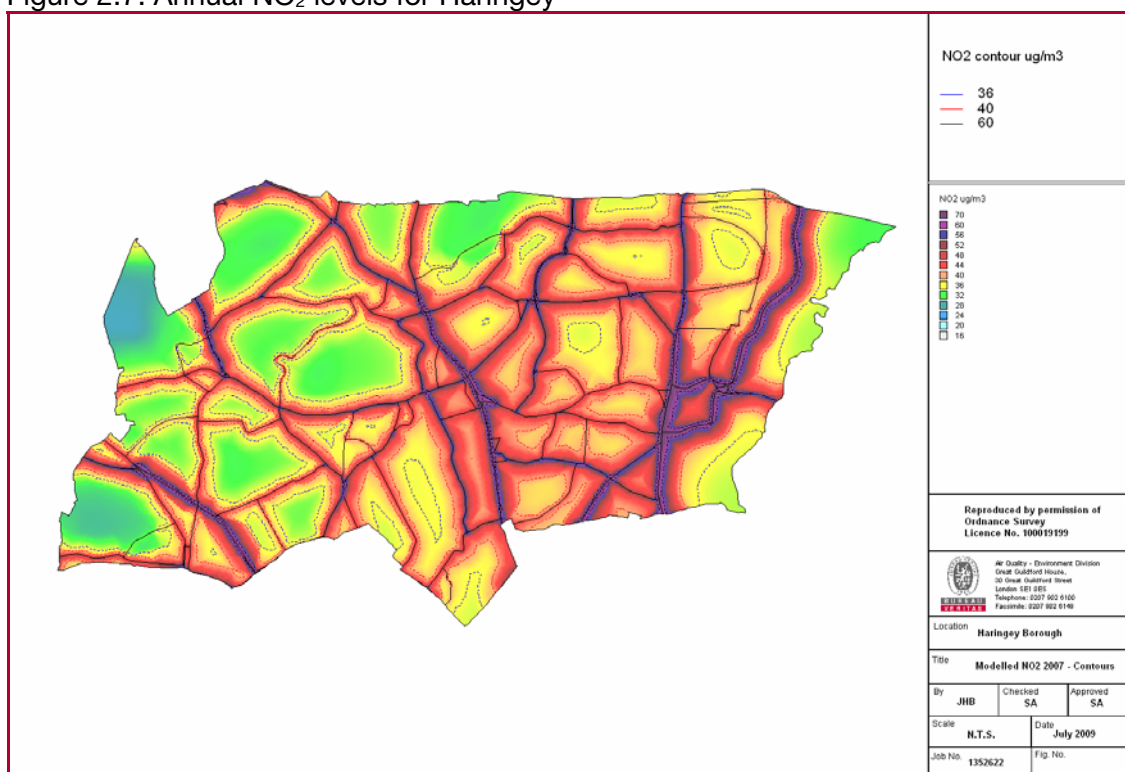
Since 1997 Haringey Council has been carrying out air quality monitoring in the borough for nitrogen dioxide (NO₂), ozone (O₃), PM10 particulate (mainly from petro-diesel engines), carbon monoxide (CO), and sulphur dioxide (SO₂), for the London Air Quality Network. Results show that all pollutant levels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

Figure 2.7 displays the annual average NO₂ levels for Haringey. The highest concentrations of NO₂, shown by the purple and red colours, occur adjacent to the main road corridors and junctions, of which sections are part of the TfL TLRN network.

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

The Air Quality Action Plan has identified 14 locations in Haringey where ‘hotspots’ were recorded for NO₂ levels and PM10 above the recommended national air quality health limits. For each hotspot identified, emissions from road transport are the contributing emission source.

Figure 2.7: Annual NO₂ levels for Haringey



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

Haringey challenge: Improving air quality through reduced car use.

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

Link to LIP Objectives:

- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.

Links to LIP delivery plan proposals:

- Air quality improvements to be achieved through the delivery of smarter travel measures to encourage sustainable travel alternatives to private car use.
- Influencing travel behaviour change through smarter travel planning measures to increase walking and cycling modal share and reduce the need to travel, including personalised, work place and school travel planning.
- The Biking Borough proposals and cycle network infrastructure improvements to encourage an increase in cycling including implementation of the Cycle superhighways, Greenways cycling, pedestrian routes, cycle training
- Support deliver of Haringey's Air Quality Action Plan
- Street tree planting programme

2.3.3.3 Reducing noise disturbance from transport

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

Haringey challenge: Reduce noise disturbance from transport

Traffic related noise is a concern for Haringey residents. Particularly from speeding through traffic and heavy goods vehicles. The Council will consider introducing measures which reduce or mitigate the impact of traffic noise, such as the introduction of 20 mph zones to reduce speeding traffic, and investigation of speed control alternatives to road humps to promote smoother and quieter driving speeds, through the DIY streets programme. The Council also uses quieter road surfacing materials for its road maintenance programme.

The Council supports the London Lorry Control, operated by London Councils, which restricts the movement of any heavy goods vehicles over 18 tonnes maximum gross weight at night and weekends within residential roads across London. This control helps to minimise noise pollution in residential areas during unsocial hours through restricted use of these roads.

Link to LIP Objectives:

- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.

Links to LIP delivery plan proposals

- Delivery of the DIY Streets programme.
- Principal Road maintenance programme
- Continue support of London Lorry Control Scheme to restrict HGV movement in residential roads.
- Support and assist in development of North London Sub regional Plan proposals for the expansion of local Freight Quality Partnerships [FQPs].

2.3.3.4

Improve health impacts

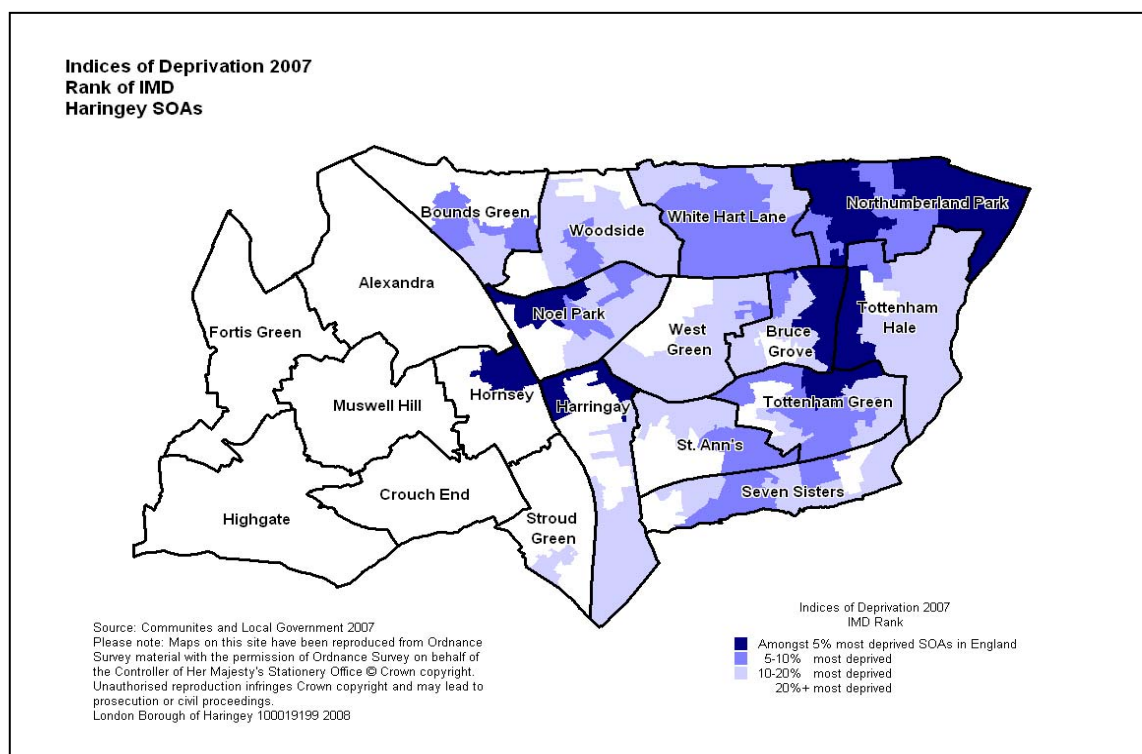
Encouraging increased physical activity through walking and cycling can deliver a number of health benefits by improving fitness, reducing risk of cardiovascular disease, helping to reduce obesity and contributing to improved vitality, mental health and general sense of well-being.

Increased physical activity through walking and cycling can benefit an estimated 77% of adults and 6,000 boys and 8,000 girls aged 2-15 who are classified as insufficiently active. Obesity is a major risk factor for health in Haringey which can lead to complications such as heart disease, diabetes, joint problems and emotional problems. With 17.9% of adults and 17.3% of children classified as obese and a further 13.2% of children classified as overweight, a key challenge for Haringey is to improve health by supporting and promoting the uptake of walking and cycling.

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

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

Figure 2.8: Index of deprivation for Haringey



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

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

Haringey Council will continue to facilitate the uptake of walking and cycling to encourage more active lifestyles. Exercise in the form of walking and cycling will be encouraged through travel planning initiatives for schools and work places and through improving accessibility to health services and recreational facilities such as sports centres and open spaces. The priority focus will be in deprived areas in the east of the borough, where health inequalities are strongly linked with deprivation. Improving walking and cycling access to health services, parks and open spaces in these locations will encourage the local population to increase physical activity.

Additional health benefits of increasing walking and cycling is a modal shift from car use, which will contribute to reduce congestion, CO₂ emissions and improved air quality.

The Council is implementing four Greenways pedestrian and cycle routes to encourage leisure trips as well as supporting the Mayor's cycle superhighways. We have programmes for cycle training and parking and working with Haringey PCT on health checks for over 40s and linked to behavioural change.

Link to LIP Objectives:

- Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.

Links to LIP delivery plan proposals

- The DIY streets programme will deliver accessibility improvements to encourage walking and cycling.
- Smarter travel schemes to influence travel behaviour change through work place and school travel planning measures to increase the modal share of walking and cycling.
- The biking borough proposals and cycle network infrastructure improvements to encourage an increase in cycling including the implementation of the Cycle Superhighways, Greenways cycling and pedestrian routes.
- 'Better streets principles' delivered through integrated transport programme, including the Wood Green town centre scheme, will improve accessibility and enhance the streetscape to encourage walking and cycling.

2.3.3.5 Enhance the built and natural environment

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

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

are required to enhance walking and cycling access to green spaces in parts of eastern Haringey.

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

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

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

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

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

In addition, the Council are developing proposals to enhance Wood Green town centre with improvements to pedestrian accessibility and the public realm, through a Major scheme funding submission to TfL in October 2010. Further details are contained within chapter 3.

The Council is working with Sustrans to develop a 'DIY Streets' project for a group of 5 neighbouring streets in a residential area close to Turnpike Lane tube station. This is a three year TfL LIP funded project to develop inexpensive home zone type treatments. There is potential for expanding this approach into other residential areas.

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

Link to LIP Objectives:

- Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.

Links to LIP delivery plan proposals

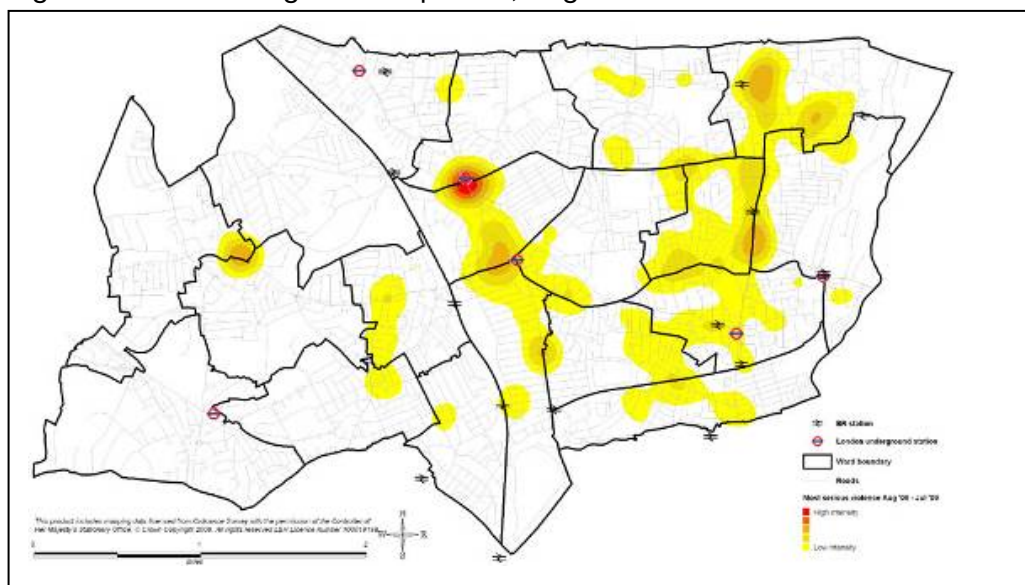
- The Wood Green town centre major scheme submission will deliver public realm improvements for the town centre.
- The DIY schemes scheme will create public realm improvements.
- Implementation of the Greenways cycling and walking routes
- 'Better streets principles' delivered through the integrated transport programme will improve accessibility and enhance the streetscape to encourage walking and cycling.

2.3.4 MTS goal: Improve the safety and security of all Londoners

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

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

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



Crime and the perceived fear of crime influence travel behaviour decisions, especially when travelling at night. Fear of being a victim of crime, such as muggings, assault and anti social behaviour deters some sectors of the community from using public transport, walking or cycling for their journeys, and in some cases this fear can lead to isolation for the most vulnerable, especially during the long hours of darkness during the winter months.

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

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

Smarter travel initiatives will assist in informing and changing opinions on the perceived risk of crime when using public transport, walking or cycling. The Council will continue to assist TfL and the police in ensuring that people feel safer on Haringey streets and when using public transport, regardless of the time of day. The Council will continue to implement schemes and encourage developments which 'designing out the potential for crime' from the public realm.

Link to LIP Objectives:

- Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.

Links to LIP delivery plan proposals

- The Council's Highways assists maintenance street lightening programme is prioritised on the basis of conditions of units and crime data and CCTV usage is prioritised in locations to prevent crime and improve public safety.
- All corridor and neighbourhood proposals will incorporate design measures to reduce and mitigate against the risk and fear of **crime and antisocial behaviour**.
- The Wood Green town centre major scheme will improve the public realm and incorporate measures to reduce crime and the fear of crime and anti social behaviour.

3.3.4.1 Improving road safety

In regard to road safety reduction targets, Haringey has achieved significant reductions in the numbers of people killed or seriously injured in accidents. Total KSIs was 43% lower by end 2010, compared with the average for 1994-98, but is still falling short of the 50% target set by the Mayor for 2010.

Haringey has achieved a 31% reduction in the number of cyclist killed and seriously injured, compared with the average for 1994-98, although this is well below the target of 50% set by TfL for this period. However it should be noted that this reduction in accidents has been achieved whilst the number of cyclists in the borough has been significantly rising during the same period.

Haringey has recorded a 16% decrease in the number of motorcyclists killed and seriously injured, compared with the average for 1994-98, however this is currently well below TfL's target of a 50% reduction in injuries by 2010.

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

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

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

Studies of road accident data will be used to develop road safety engineering programmes and education training and publicly. Our programme of local road safety schemes has led to reductions in accidents. The challenge for the future will be to continue this trend in a situation where about 25% of casualties occur on the main road network. Therefore it will be difficult to carryout further physical measures without impacting on traffic volumes and speed.

Link to LIP Objectives:

Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.

Links to LIP delivery plan proposals

1. Delivery of the DIY Streets programme will include measure to reduce all types of road traffic accidents and improve road safety.
2. Implementation of local safety schemes
3. Road safety training will be delivered through the School travel planning and education, training, and publicity initiatives of the smarter travel programme.
4. The cycle training programme.

2.3.5 MTS goal: Improve transport opportunities for all Londoners

2.3.5.1 Improve accessibility

In 2009/10, 47% of bus stops in Haringey were DDA (Disability Discrimination Act) compliant. Further bus stop accessibility would be part of our integrated transport programme.

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

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

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

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

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

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

The Council is implementing a programme of dropped kerbs and tactile paving targeted at key attractor pedestrian routes including hospitals, health centres, schools with special needs, town centres, access to local amenities and public transport interchanges. A safe highway network which increases the attractiveness for more vulnerable highway users (e.g. pedestrians) has considerable benefits for air quality and physical and mental health.

Only two of the Borough's rail stations are fully accessible; Northumberland Park and Harringay Green Lanes. The creation of fully accessible rail and underground stations remains a challenge with only Finsbury Park and Tottenham Hale likely to be fully accessible over the lifetime of the MTS.

Link to LIP Objectives:

- Reduce Haringey's deprivation and health inequalities by improving access for **all** to essential services, including health, education, employment, social and leisure facilities across the borough.
- Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.
- Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.

Links to LIP delivery plan proposals

- Support and lobby TfL to enhance public transport connectivity, particularly for the orbital bus route network across the borough, which is essential to improve accessibility to new employment opportunities from the Borough's town centres and the main public transport interchanges.
- The DIY streets programme will deliver accessibility improvements of the street environment.
- Influencing travel behaviour change through smarter travel planning measures to increase walking and cycling modal share and reduce the need to travel.
- 'Better streets principles' delivered through the integrated transport programme will improve accessibility and enhance the streetscape to encourage walking and cycling.

2.3.6

MTS goal: Reduce transport's contribution to climate change and improve its resilience

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

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

2008 statistics show Haringey's CO₂ emissions from road transport accounted for 158,000 tonnes or 16% of total CO₂ emissions for the borough per year. This figure represents a 20% reduction on the 2005 figure of 197,000 tonnes, which equated to 19.5% of the total emissions in 2005.

Climate change may have a significant impact on Haringey's and North London's transport infrastructure, for example roads and buildings may have to withstand extreme weather events. These must be planned for and the Council will evaluate progress and future target setting.

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

As noted above, road transport contributes about 16% of the total CO₂ emissions. Therefore even a major reduction in CO₂ from road transport may not have a significant impact on overall CO₂ emissions. Nevertheless, the Council has adopted a Carbon Management Plan to identify a number of transport measures to meet the CO₂ reduction targets, including:

Link to LIP Objectives:

- Reduce Haringey's CO₂ emissions from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025
- Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.
- Minimise the effects of unpredictable events arising from climate change on the transport network.

Links to LIP delivery plan proposals

- **Haringey Low Carbon zone:** This is a community led initiative to test different measures to reduce carbon emissions including promoting sustainable lifestyles and choices to residents and businesses. The short-term aim of the Low Carbon Zones project is to achieve a 20.12% reduction in carbon emissions within the Muswell Hill zone by 2012. This project will help towards the Mayor of London's target of a 60% cut in carbon.
- **Promoting Electric vehicle expansion:** Commitment to promoting the uptake of electric vehicles through implementing of charging infrastructure in off street public car parks and on street locations in or near town centres, transport hubs and employment areas.
- **Car clubs :** Further expansion proposals are detailed in the delivery section.

2.3.7 Prioritising Haringey's transport challenges – Consultation.

Local transport challenges were identified by an officer led steering group including representatives from economic development and regeneration, planning, sustainable transport, health, education, recreation and leisure, crime reduction and safety, environmental resources, and the Better Haringey team.

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

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

2.3.7.1 Methodology

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

2.3.7.2 Response received

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

In addition:

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

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

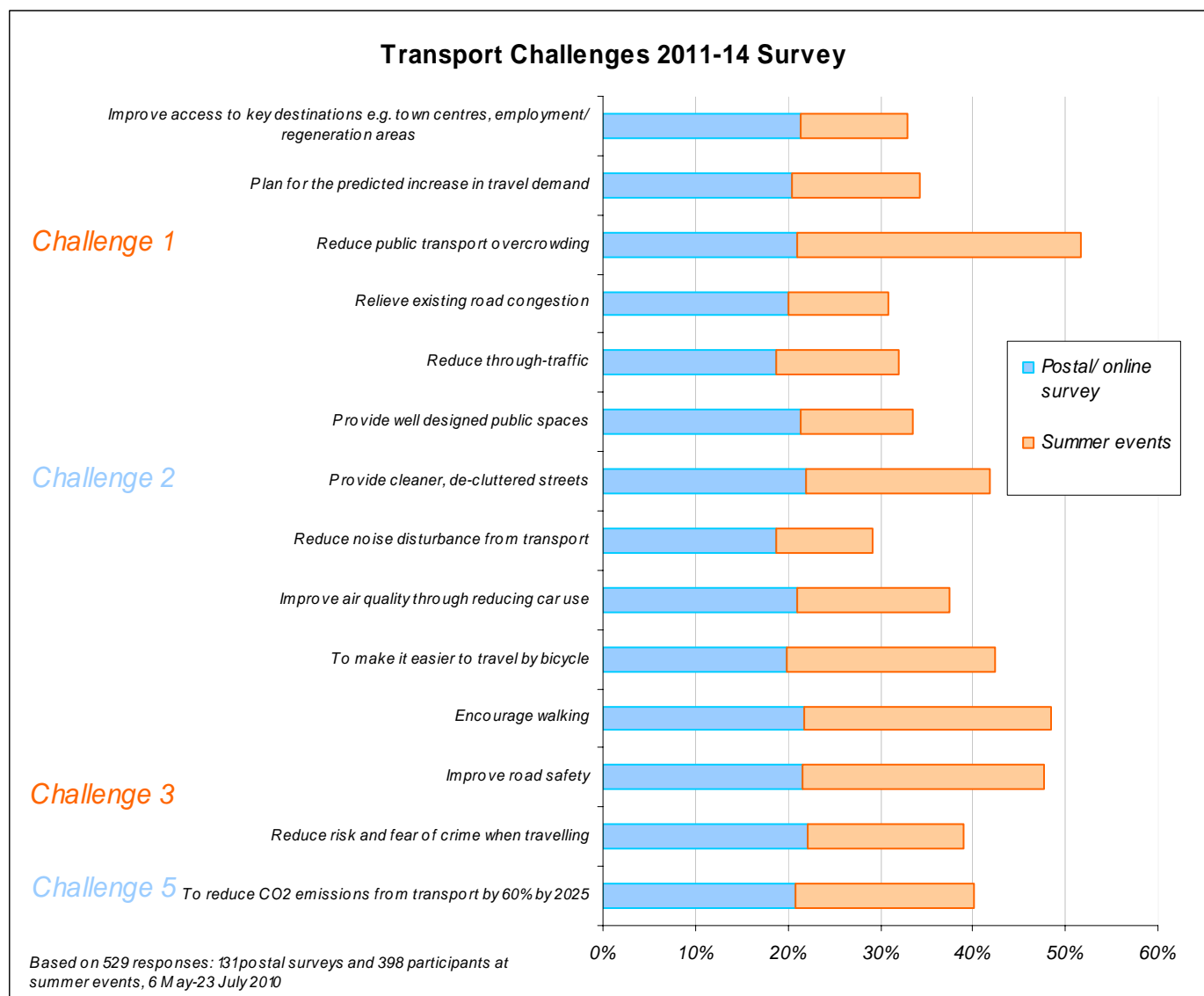
2.3.7.3 Findings

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

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

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

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



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

2.3.7.4 Reducing car use

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

2.3.7.5 Improving public transport

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

2.3.7.6 Encouraging walking and cycling

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

2.3.7.7 Planning for transport needs

- Several residents suggest that facilities should be planned to minimise the need to travel and create 'localism'. This could include creating employment within in local areas and encouraging local shopping. Essential services, such as hospitals and schools, were already considered to be well served by public transport, although one resident emphasised the importance of this to people on low incomes.
- Tensions exist amongst residents between desires to improve road safety, and maintaining traffic flow. Many residents suggested creating more 'homezones', '20mph zones' or restricting traffic speed across the whole borough in order to do this. Additional pedestrian crossings were suggested in specific locations, and while further limitation of traffic through residential streets was also suggested. In

counterpoint, some complain that emissions from vehicles are increased by measures to preventing access to residential roads – cars have to travel further and congestion on major roads increases. Some suggest road humps should be removed and that phasing of traffic lights need to be revisited to improve efficiency.

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

2.3.8 Public and Statutory consultation on the draft LIP document

The Council carried out public and statutory consultation on the draft LIP, SEA for a 6 week period commencing on 27th September. The draft LIP document and covering letter was sent, in general electronically, to all stakeholders and was available to view on online. Consultation details were contained with the October 2010 edition of Haringey People, the Council's monthly magazine, and through a press release to local newspapers.

In preparation of the draft LIP, we consulted the following statutory and non-statutory consultees:

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

229 correspondences were received during the LIP consultation period. Of these responses 186 were related to a petition for the relocation of the W7 bus stop in Muswell Hill town centre and 18 similar correspondences were received objecting to the proposal to consider the partial or full closure of Wood Green High Road to general traffic, as part of the Wood Green Town Centre Major Scheme submission.

Appendix H summarises the key comments, made from statutory consultees and all other organisations and individuals, regarding the content of the draft LIP. The Council's response in terms of amendments to the final draft LIP document are summarised in the right hand column.

2.3.9 Sustainable Transport Commission

In the Autumn of 2010 Haringey Council established a Transport Commission involving a range of experts including regional government officers, sustainable transport charities, academics and local stakeholders to identify the key challenges facing Haringey and to make recommendations on how the borough should address objectives such as reducing traffic congestion, CO₂ reduction and increasing mobility. The report of the Transport Commission highlighted a number of recommendations for the Council to consider in order to reduce carbon emissions. These include:

- Borough wide roll out of controlled parking zones
- Wider roll out of 20mph limits in residential areas
- Development of the Smarter Travel programme
- Measures to improve priority and comfort for pedestrians
- Monitoring programme to identify long term traffic trends.

The majority of these measures are already incorporated or given consideration in the LIP delivery plan, chapter 3.

Following cabinet approval in the summer of 2011, the Council will progress the following transport commission recommendations as follows:

- A programme for modelling traffic trends: The Council will undertake research to identify traffic journey trends for both through traffic and journeys starting or ending in the borough. This is important for determining the length and purpose of journeys and identifying the types of motorised trips where behaviour change initiatives could encourage a modal shift to walking, cycling, public transport and more sustainable car use.
- Increase proportion of the LIP budget spent on 'Smarter Choices' initiatives aimed at enabling people to choose more sustainable travel patterns and improved access to destinations and activities: An integrated Smarter Travel package is being developed to launch in autumn 2011 with funding representing approximately 25% (£500,000 per annum) of the LIP funding being received from TfL. This will aim to significantly increase cycling to improve health as well as reduce child casualties from road traffic accidents. A significant amount of LIP funding is also targeted at improving cycling provision and additional funding has also been awarded for cycling from the Biking Boroughs fund.
- Tailor the LIP delivery plan to achieving CO₂ emission targets: A detailed action plan to meet the Council's overall 40% CO₂ reduction by 2020 is in development and this will be supported by a study to assess the carbon impacts of our LIP and the Sustainable Transport Commission recommendations.
- Council proposes to set up a series of internal reviews of schemes at concept, preliminary and detailed design stage to ensure they consistently deliver improved accessibility for all sections of the community and prioritise road space for pedestrians, cyclists and public transport users.

2.4 Borough Transport Objectives

2.4.1 LIP Objectives

Haringey's LIP objectives are summarised in Table 2.4. They have been informed by the issues and challenges identified in section 2.3, and developed within the context of the goals and challenges of the MTS and the sub regional transport plan for North London.

Table 2.3 provides the delivery timeframe for each objective, based on short term delivery (within next 3 year to 2014), medium term (within 10 years) and long term (within 20 years), to reflect the duration of the MTS up to 2031.

The majority of these objectives, by their nature, are long term and will be delivered over the course of the next 10-15 years. In addition, several of the objectives are ongoing, such as reducing Haringey's deprivation and health inequalities, and reducing the number of casualties on Haringey's transport network.

Table 2.4 also identifies how the LIP objectives contribute to the priorities and outcomes of Haringey's Sustainable Community Strategy 2007-2016. The Sustainable Community Strategy is the overarching 10 year plan for Haringey and tackles those issues that cannot be dealt with by one agency alone. It draws on the aspirations of residents, businesses and the community and voluntary sector; addressing the biggest challenges and opportunities facing Haringey. Many of the LIP objectives and it's programme of investment will contribute to achieving the aims of the sustainable community strategy.

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

Table 2.4 Haringey LIP Objectives	Objective delivery timescale	MTS Goals					North London Sub Regional Transport Plan Challenges					Haringey Sustainable Community Strategy Outcomes					
		Econ Devt and Pop Growth	Quality of Life	Safety and Security	Opportunities for all	Climate change and resilience	Facilitating and responding to growth, particularly in the Upper Lee Valley	Relieving crowding on the public transport network	Managing highway congestion and more efficient use of the road network	Enhancing connectivity of orbital public transport	Improving access to key locations and to jobs and services	People at the heart of change.	An environmentally sustainable future	Economic vitality and prosperity shared by all	Be safer for all	Healthier people with a better quality of life	Be people and customer focused
1.Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough.	Medium/ Long term	✓	✓		✓		✓				✓	✓		✓			
2.Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.	Long term	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓			✓		
3.Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.	Long term		✓	✓	✓						✓		✓		✓		
4.Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.	Short/ Medium term		✓	✓										✓			
5. Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.	Short/ Medium term	✓	✓		✓		✓	✓	✓	✓	✓		✓				✓

Haringey LIP Objectives	Objective delivery timescale	MTS Goals					North London Sub Regional Transport Plan Challenges					Haringey Community Strategy Outcomes				
		Econ Devt and Pop Growth	Quality of Life	Safety and Security	Opportunities for all	Climate change and resilience	Facilitating and responding to growth, particularly in the Upper Lee Valley	Relieving crowding on the public transport network	Managing highway congestion and more efficient use of the road network	Enhancing connectivity of orbital public transport	Improving access to key locations and to jobs and services	People at the heart of change.	An environmentally sustainable future	Economic vitality and prosperity shared by all	Be safer for all	Healthier people with a better quality of life
6.Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.	Long term		✓			✓									✓	
7.Reduce Haringey's CO ₂ emissions from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025.	Medium/ Long term					✓						✓			✓	
8.Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.	Medium / Long term		✓	✓	✓					✓				✓		
9.Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network.	Medium term		✓			✓		✓		✓						✓
10.Ensure that transport protects and enhances Haringey's natural and historic environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.	Long term		✓			✓					✓	✓				
11. Minimise the effects of unpredictable events arising from climate change on the transport network.	Long term		✓			✓				✓		✓		✓		

3.0 Delivery Plan

3.1 Introduction

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

- **Section 3.2 identifies all potential funding sources for delivering the transport initiatives contained within this LIP for the period 2011/12 to 2013/14 and beyond.**
- Section 3.3 details the types of interventions required to deliver the LIP objectives identified in Chapter 2. This section sets out the LIP's programme of investment for the period 2011/12 to 2013/14 and providing details of the scheme and programmes for the period 2011-2014 and beyond.
- Section 3.4 details the identification and prioritisation process for the Corridors, Neighbourhoods and Supporting measures programme and the
- Section 3.5 provides details of the Wood Green High Road Major Scheme in the Programme of investment.
- Section 3.6 provides details of the delivery plan for the MTS high profile outputs.
- Section 3.7 details the Council's involvement in delivering public transport service improvements in Haringey.
- Section 3.8 **outlines Haringey Council's approach to managing risk.**

3.2 LIP Funding Sources

Table 3.1 identifies the key potential funding resources required to delivery the LIP's programme of Investment for the three year period 2011/12 to 2013/14. (The types of scheme contained within the programme of investment are described in Section 3:3).

Table 3.1: Potential funding for LIP delivery (£,000s)

Funding source	2011/12	2012/13	2013/14	Total
Integrated Transport				
LIP funding: Corridors, Neighbourhoods & Supporting Measures	2,097	2,167	2,020	6,284
LIP: Local Transport	100	100	100	300
TfL Non LIP (Biking borough + car club)	81.5	235	54	370.5
Council Capital / Revenue (Parking Plan Road Safety Programme, Street lighting upgrade)	1530	1630**	1630**	4790
Third party sources: Planning/Developer Contributions (Section 278/106's)	1311	1048	272	2631
Total	5119.5	5180	4076	14,375.5
Maintenance				
LIP: Principal Roads	380	493	472*	1345
LIP: Bridges	166	1,989*	1304*	3,459
Council Capital / Revenue: Highways Maintenance (Local roads + footways)	1,300	1,300**	1,300**	3,900

maintenance)				
Total	1846	3782	3076	8704
Major Schemes				
Wood Green Town Centre	100	1,800*	1,956*	3,856
Overall Total	7,065.5	10,762	9,108	26,935.5

* Estimated funding required from TfL

** Indicative Council funding

3.2.1 TfL funding resources

As display in Table 3.1, the Council's key source of funding for delivery of the LIP's programme of investment is provided by TfL, through the following 4 categories.

1) Integrated Transport (Corridors & Neighbourhoods, and Smarter Travel): TfL allocate this funding through a needs based formula to support the Council in delivering transport improvement schemes in the borough. Current indications are that approximately £6.3 million will be available for the first three years of the Delivery Plan, from 2011/12 to 2013/14.

2) Maintenance: TfL provide funding to support the Council's maintenance programme for the borough's principal road network and bridges. TfL funding for road maintenance and bridges is confirmed annually.

3) Major Schemes: The main funding source for Major Schemes is provided through TfL's 3 three stage process for Major Scheme funding. Further details are provided in Section 3.5

4). TfL 'Non LIP' funding: TfL allocate funding from outside the LIP allocation for delivery of specific initiatives. Haringey have successfully applied for non LIP funding for the delivery of Haringey's biking borough strategy and for car club expansion. Further details are provided in Section 3.3.

3.2.2 Council funding

Over the three year period 2011/12 to 2013/14 the Council's capital and revenue funding resources will invest approximately £8.7 million into maintaining the borough's highway assets including non principal roads, footways, drainage, street lighting improvements, parking schemes, road safety measures and reactive safety measures targeted at reducing the numbers of road accident casualties.

3.2.3 Third Party funding

The LIP programme of investment has identified a potential source of funding of £2.5 million from section 278 and 106 agreements, as a condition of planning consent for major developments over the period 2011/12 to 2013/14. Further details are provided in table 3.6.

3.3

Types of Interventions

The following interventions are related to the identified LIP objectives described in Chapter 2. The link between the interventions and the objectives these will deliver is highlighted in the Programme of Investment, table 3.6 (page 68-71).

The interventions will be delivered over the 20 year period 2011-2031. Table 3.6 provides delivery programme detail for the 3 year period 2011-2014.

3.3.1 Environmental streets/20mph zones

These measures would support LIP objectives 2,3,4,6,7 and 9 detailed in the Programme of Investment. Our programme seeks to extend the DIY or environmental streets approach/20mph zones to cover as much of the Borough as is feasible over the period of the MTS.

Langham Road, Turnpike Lane area

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

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

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

The Council would like to develop further environmental streets proposals in partnership with local communities in Tottenham Hale (Broad Lane area), Warwick Gardens (Harringay Gardens area) during 2012/13 to 2013/14. Funding for further schemes will be sought for Noel Park and Seven Sisters residential neighbourhoods from 2014/15 onwards. The Council will apply expertise gained from working with Sustrans for the development and implementation of the Langham Road scheme.

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

Figure 3.1 Langham Road DIY Streets boundary

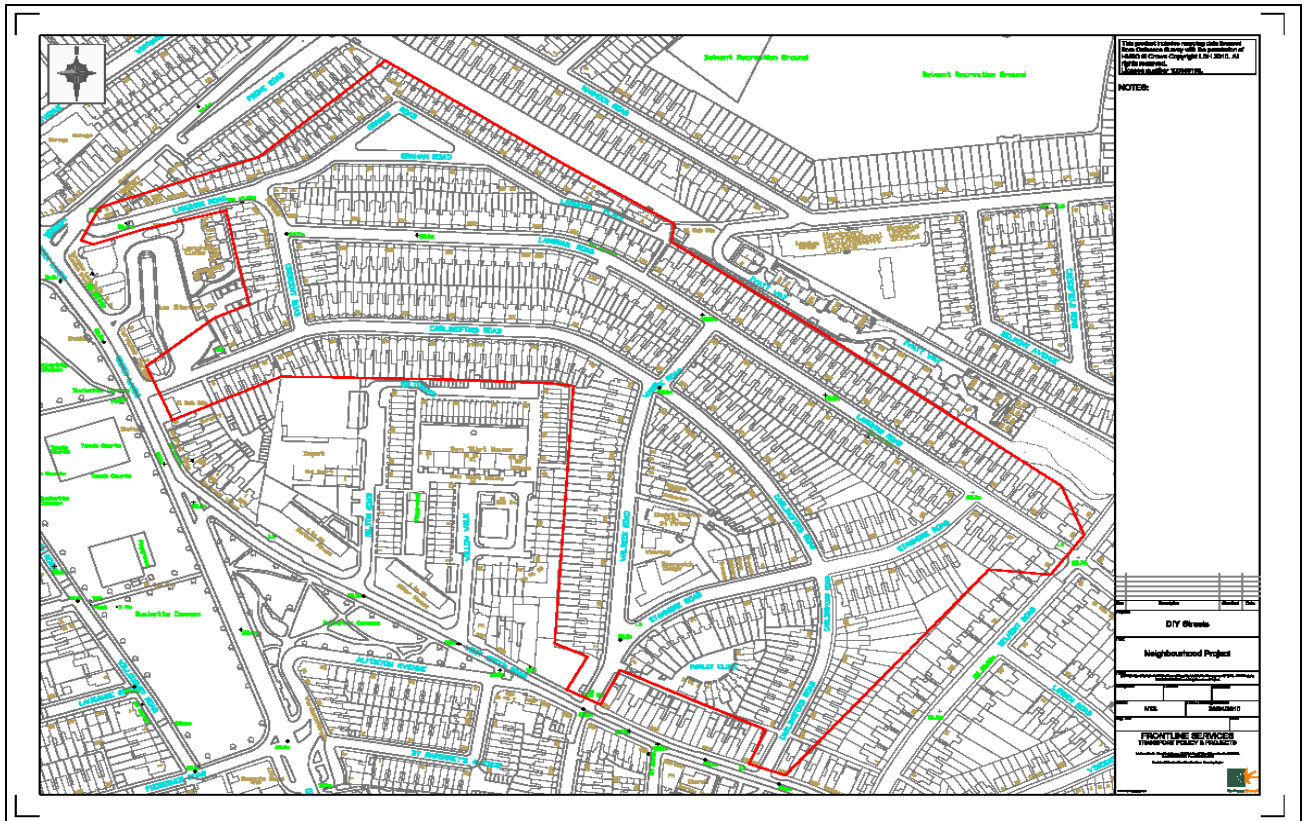
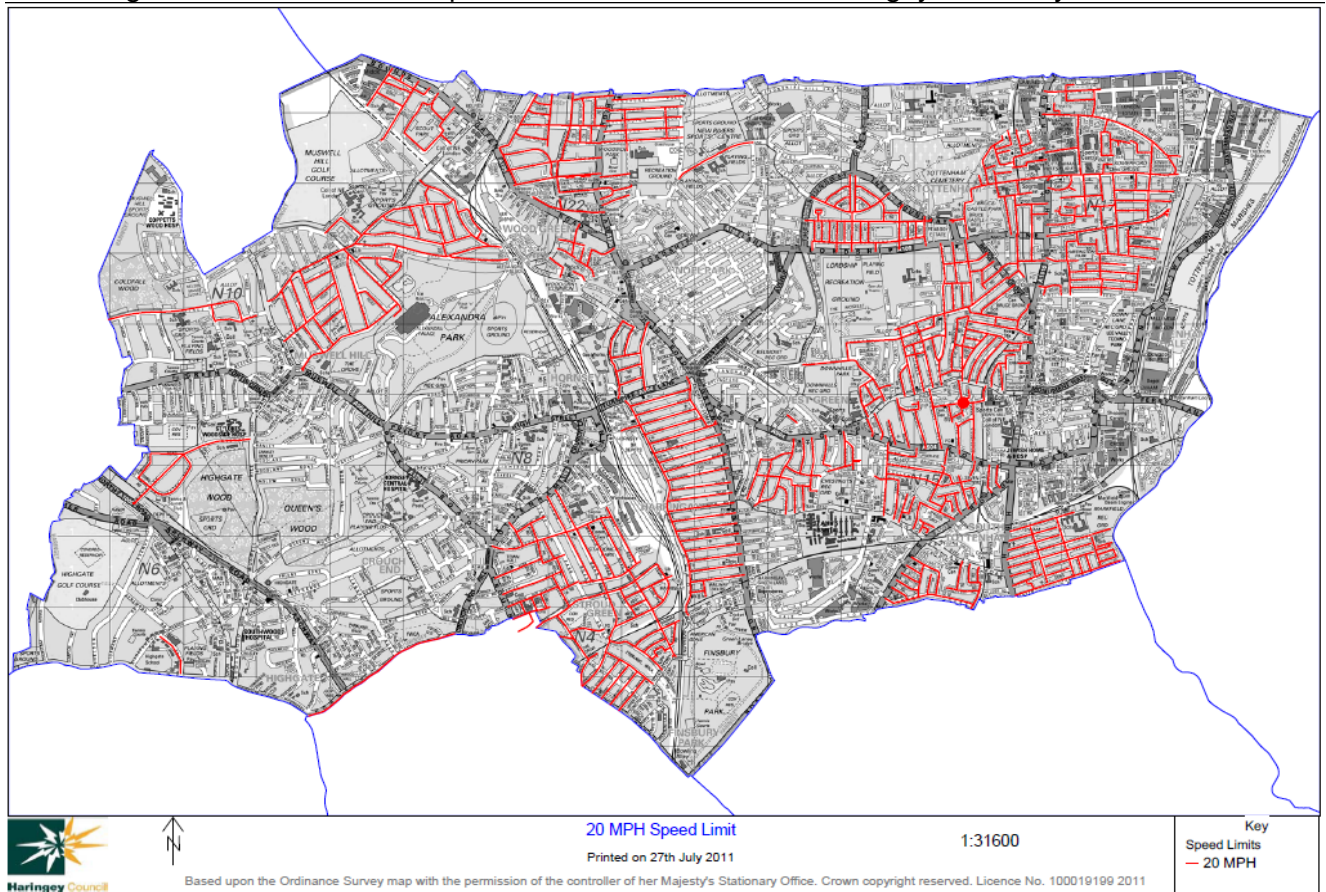


Figure 3.2 shows the 20 mph zone residential areas in Haringey as of May 2011.



Our programme for future years will be for environmental streets/20mph zones in Hornsey area [incorporating the area between Park Road, Tottenham Lane and Hornsey High Street/Priory Road], and the Warwick Gardens (Harringay Gardens area), and Noel Park estate adjoining Wood Green High Road. Overall allocated funding planned between 2011 and 2014 is £500,000. Additional funding will be allocated for this programme from 2014/15 onwards.

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

In the summer of 2011 the Council undertook a Scrutiny Review regarding proposals to consult residents on introducing a borough wide default 20 mph speed limit for all side roads. Council members decided against this proposal on the grounds of:

- Cost. This proposal would require approximately £3.2.m to cover 60% of Haringey's roads. Such funding is currently unavailable.
- No clear evidence that the introduction of a 20mph limit will significantly reduce road casualties (as the majority of accidents take place on main roads which would not be covered by the 20mph limit restrictions).
- Lack of enforcement. Enforcement remains an important consideration and would be essential where speed could not be controlled by physical measures. Only the Police can enforce speeding restrictions and it is not a priority for them to address.

However, Council members agreed to review this decision in the future when there is more evidence to support borough wide 20mph limits and when there is additional funding available.

3.3.2 Cycle projects and programmes

Our projects and programmes to encourage more cycling in the Borough would support LIP objectives 1,2,3,5,6,7 and 9.

Haringey Biking Borough strategy

In 2010, Haringey was awarded £25,000 funding from TfL to develop a biking borough cycling strategy to identify measures to increase cycling rates in the borough, through a series of targeted cycling projects. The Council's status as a Biking Borough will increase the focus on encouraging cycling.

The Council is allocating a total of £770.5k funding (£450k LIP and £320.5k TfL-non LIP funding) for the delivery of the Haringey's Biking Borough strategy between 2011 and 2014.

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

- Creating cycling hubs
- Cycling Communities
- Borough wide measures
- Promotional measures to raise cycling profile & broaden the appeal of cycling.
- Integrating cycling provision

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

This funding will be used to promote Bikeability cycle training in schools, cycle route infrastructure improvements, cycle parking, workplace travel planning interventions, cycle safety and security initiatives, bike recycling scheme, cycle rangers project, cycling for health scheme and cycle community project as well as staff costs.

Cycling hubs

Primarily focus will initially be on developing a cycle hub around Wood Green/Turnpike Lane town centre where potential for a shift to cycling is greatest and resources can be targeted. Cycling hubs are catchment areas around major district centres which are focal points for employment, shopping and services and public transport nodes. As such they are a focus for commuter trips, local utilitarian trips (to the shops, post office or meeting friends) and local journeys to school. The hub provides the opportunity to focus substantive infrastructure measures in a concentrated geographic area in order to improve the attractiveness of cycling to a variety of markets. This will be complemented by intensive application of a range of marketing and promotional activities.

Potential Cycling Hubs could also be development in:

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

Infrastructure Measures:

It is envisaged that the Cycling Hubs will feature infrastructure measures such as:

- A network of cycling routes;
- Engineering works such as advanced stop lines, cycle lanes, toucan crossings and raised tables at junctions to enable continuous, safe and comfortable cycling on this core network;
- Traffic management measures to control on-street car parking, especially around junctions and key destinations such as schools;
- Improved permeability
- Improved signage,
- Provision of plentiful secure parking at key public destinations;
- Investigate potential for provision of managed secure parking facility at a cycle hub or key node, such as a public transport interchange, which will offer secure parking, bike maintenance, hire etc.
- Investigate feasibility and potential demand for introducing the London cycle hire scheme in the hub.
- Cycle parking grant for public amenities – provision of cycle parking grant system to support installation of cycle parking at public facilities (such as sports clubs, community centres, GPs surgeries etc.)
- Trial on-street residential cycle parking in one area (housing area with limited storage facilities).
- These infrastructure measures will be supported by an intensive promotional and marketing campaign in the Hub Area.

Creating Cycling Communities

The Council is planning to establish cycling communities in Haringey to increase the take up and frequency of cycling, through the delivery of the following initiatives:

Outreach project to encourage new cyclists

Currently, there are sections of the community in Haringey that have particularly low levels of cycling. As well as women, some ethnic communities are particularly disengaged with cycling. The Council intends to deliver an Outreach project to:

- **Organise events and activities for families**
- **specifically outreach to community groups to attract adults to cycle training, especially women,**
- **Develop family cycling project work including showing what equipment is available such as child seats**
- **Identify ‘cycling champions’ from those involved in above initiatives**
- **Survey participants for their attitudes on cycling and what they see as the priorities for Wood Green (and / or another area of Haringey)**

This Outreach project will be delivered in partnership with:

- (i) **Schools**
- (ii) **NHS**
- (iii) **Haringey Cyclists / London Cycling Campaign**

Also, work on the *Cycling on Prescription* NHS project (below) can be used to aid with outreach in this project.

Cycling on Prescription

Schemes that refer patients on to cycle training and group rides have been successful around the country at treating a variety of disorders, such as depression, anxiety, diabetes, cardiac rehabilitation, hypertension, minor injury recovery, obesity and being overweight.

Haringey will work with the local NHS/PCT to identify suitable GP practices or consortia who are keen to trial a scheme of linking training to green spaces, traffic-free rides, volunteer involvement (for proven effective support) and group cycling activities.

Bike recycling scheme

Establish the recycling scheme to be run through a community organisation [bike shop, voluntary organisation, police or similar] to enable inexpensive provision of bicycles to residents in the Cycling Hub.

Volunteer Rangers

This project aims to engage with local volunteers to gain suggestions for low-cost solutions that will make cycling easier in the local area of the Hub (Wood Green). The three aspects to the project – (a) fault reporting, (b) permeability, and (c) cycle parking – provide an opportunity to gain accurate information from local people at a good value cost to the borough, while at the same time enabling local people to contribute constructively to cycling improvements, creating a sense of ownership.

Haringey will link this project with cycling organisations (the CTC and LCC) to make best use of resources already in existence such as memberships, websites to link to, and publicity in order to get people involved and to promote cycling.

In the Wood Green area the project will aim to recruit 10 Rangers, in order each year to: (a) identify 50 faults and fix 50% of them within 6 months; (b) gain 15 ‘permeability’ suggestions; (c) gain 30 cycle parking reports (new / improved parking). Implementing (b) and (c) will be a core part of the Biking Borough programme in the Hub area.

Part of the project is engaging with people in the cycle hub area who cycle to work, and in this way it will link with the development of workplace travel plans.

Borough-wide Measures

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

- Network development - incorporating LCN, greenways and cycle superhighways, as well as more localised links; identify gaps in this network and measures to resolve them, funded in conjunction with a broader transport scheme or in association with new development. Further details regarding the development of the LCN and Greenways routes and linkages to the cycling Superhighways are detailed below.
- Traffic management – through traffic calming schemes, 20mph zones, permeability measures, incorporating cycling facilities into junctions to allow safe and convenient passage through difficult points on the network;
- Integration with broader transport schemes - Auditing all relevant transport schemes for 'cycleability'.
- Increase cycle parking and security

Promotional and marketing measures to encourage cycling

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

Integrating cycling provision

The Council will:

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

Delivery:

Indicative funding provision for the delivery of aspects of the biking borough strategy has been provided through the corridors and neighbourhoods programme, as detailed in the Programme of Investment table in Appendix G.

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

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

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

Monitoring:

A coordinated approach to monitor cycling in Haringey has been devised, using six key performance indicators:

- Level of cycling
- Parked cycles
- Qualitative data on cycling
- Percentage of children cycling to school
- Percentage of employees cycling to work
- Success of initiatives – use of questionnaires to provide feedback & assess attitudes to cycling.

Annual monitoring will take place detailing cycling levels, cycle theft, monitoring of cycling road casualties and cycle parking facilities.

London Cycle Network and Greenways route development

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

London Cycle Network

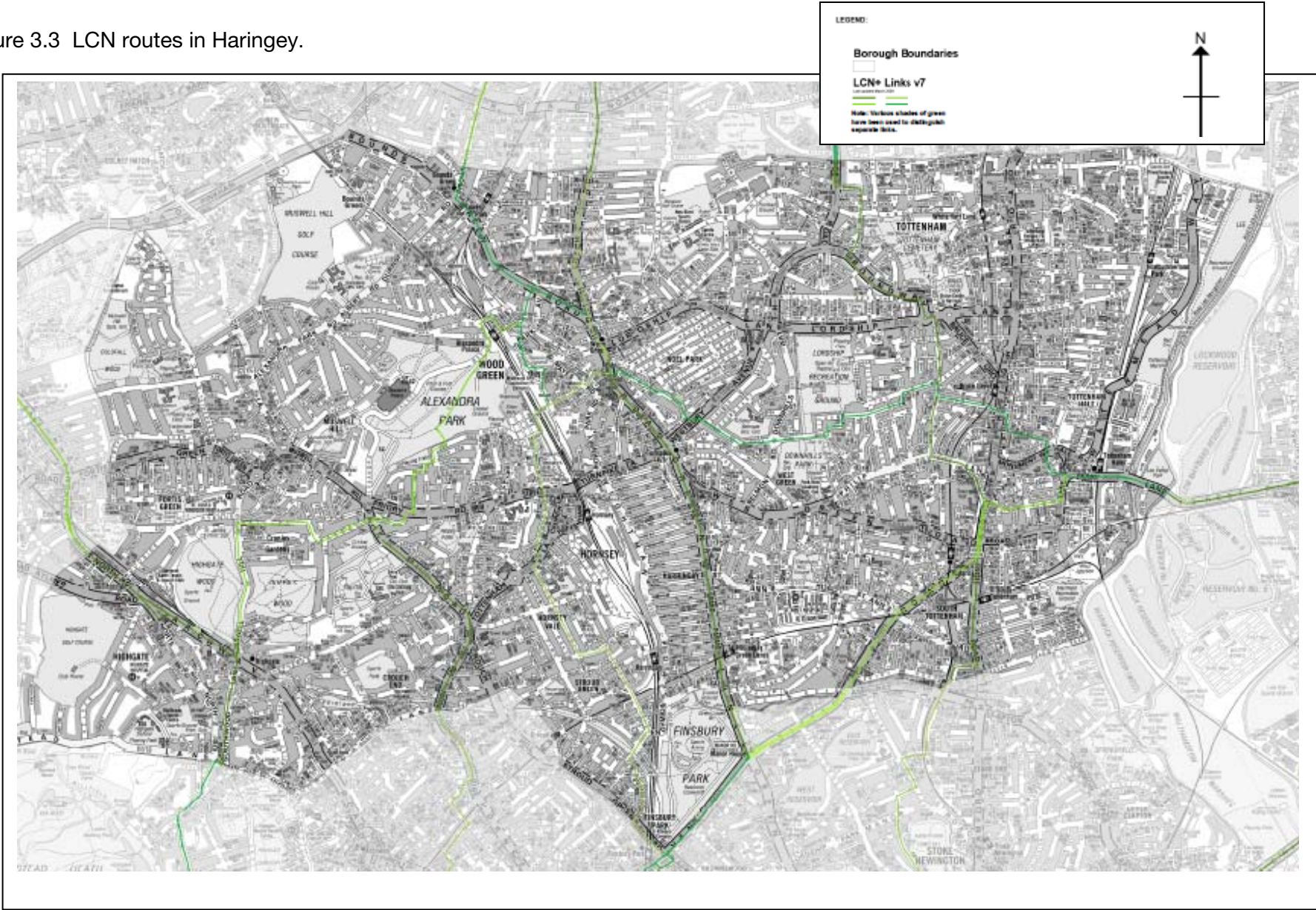
Figure 3.3 details the LCN routes in Haringey.

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

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

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

Figure 3.3 LCN routes in Haringey.



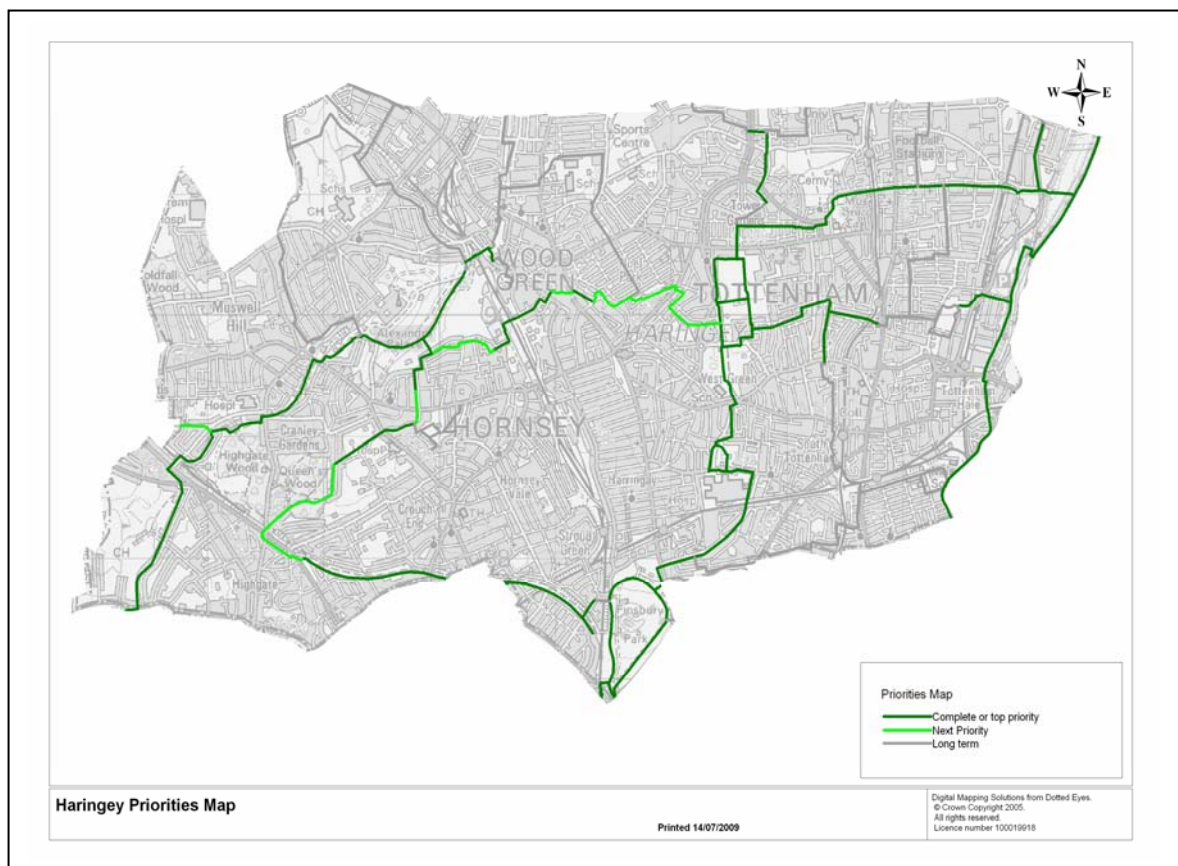
Greenways

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

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

CRISP studies have been completed for all the links and links 1 and 2 are complete. Greenways priorities are shown in Figure 3.4, below.

Figure 3.4. Greenways route and priorities for completion.



Greenways priorities 2011/12 – 2012/13:

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

£230,000 (with an expected Section 106 contribution of £161,000 from the Spurs football ground development).

3. Implementation of central section of Link 4 between Wood Vale and Alexandra Palace. Works will include a crossing at Park Road and Priory Avenue, dropped kerbs between Park Avenue North and South View Road and parking restrictions. Funding required to complete this section of the link is £374,000.

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

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

Cycle Superhighways

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

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

In Haringey there are two cycling superhighway routes (1 & 12) planned. 'Route 12' will run from East Finchley to Angel, via Muswell Hill and Highgate and on to the Archway Road which is scheduled to be completed in October 2013 and 'route 1' will run from Tottenham High Road (via South Tottenham) to Liverpool Street which is scheduled to be completed during 2014/15.

A Memorandum of Understanding has been agreed with TfL to deliver the 'route 12' project in Haringey.

The LIP programme of investment will complement the implementation of the Cycle Superhighways by encouraging the uptake of cycling for commuting and school journeys. The Council will work with workplaces, schools and residents within the vicinity of the cycle superhighways to encourage the uptake of cycling. This will be progressed as part of Haringey's Smarter Travel programme through:

- the development of travel plans, installation of secure workplace cycle parking and cyclist facilities (showers, lockers, and local cycle maps).
- On and off street cycling parking facilities
- Provision of cycle training and bicycle maintenance sessions.
- Marketing and promotional measures to raise awareness, challenge attitudes and ultimately encourage behaviour change towards more cycling.

London cycle hire scheme

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

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

Cycle training programme

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

Since 2008/9, the Council has contracted out the cycle training provision to Cycle Training UK. Cycle training is provided to mostly to bikeability level 2 certification, which enables the cyclist to demonstrate the ability to ride safely and confidently on the local road network.

Surveys carried out by the Council show cycle training increases cycling usage and improves safety and confidence for cycling on busy roads.

From 2009/10, all cycle training is provided in group sessions, except for complete beginners. This approach will enable the cycle training budget to provide training to more schools and individuals with the aim of achieving the London target of 100% training by 2012 through Bikeability.

Bicycle Maintenance Sessions

To complement the group cycle training sessions in Haringey's parks, which commenced in the summer of 2009/10, the Council intends to continue to provide bicycle maintenance sessions which enable residents to bring their bicycles along for maintenance check ups and cycling advice. This encourages infrequent and non cyclists to repair their bicycles and exercise through cycling.

Cycle parking programme

Our programme supports the Mayor's priority for cycle parking.

Since 2004, Haringey Council has installed over 430 cycle parking stands across the borough. In addition secure estate parking has been piloted at four locations in Tottenham and Muswell Hill as it is recognised that secure cycle parking at the home end is also key to greater cycle usage. £65k funding has been allocated from the LIP budget and to continue this programme of cycle parking stands between 2010-2014.

The Council has several policies and LIP delivery plans actions relating to the implementation of cycle parking, as follows:

- Installation of cycle parking at major destinations across the Borough including shopping centres, employment areas, public amenities including leisure centres, libraries and parks.
- Enhanced cycle parking at rail stations and key nodes free of charge.
- Provision of on and off street secure cycle parking on housing estates.
- Delivering workplace and school cycle parking through working with employers and schools to the implementation workplace /school travel plans.
- Requirement for cycle parking provision at all new workplace, school and residential developments.
- Increased cycle parking capacity through delivery of Biking Borough Strategy

By March 2014 the borough will deliver approximately:

1. 200 short stay cycle parking stands at on and off street or public facilities (e.g. supermarkets, hospitals/doctors and housing estates)
2. 30 secure cycle parking spaces (e.g. train stations, town centres, housing estates,
3. 200 secure, covered cycle parking spaces (at workplaces, school's, residential including new developments)

Table 3.2 displays the annual **cycle parking installation figures to be delivery over the 3 year period 2011/12 to 2013/14**

Table 3.2: Annual cycle parking delivery figures

Cycle parking facilities	2011/12	2012/13	2013/14	Total
Short stay cycle parking stands at on & off street locations	60	70	70	200
Secure cycle parking spaces (e.g. train stations, town centres, housing estates)	10	10	10	30
Secure, covered cycle parking spaces (at workplaces, school's, residential including new developments)	60	70	70	200
Total	130	150	150	430

3.3.3 Controlled parking zones (CPZs)

The programme would support our objectives

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

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

As of 2011 Haringey has introduced 16 CPZs and to manage competing pressures for limited parking supply in areas of high parking demand, around rail /underground stations, commercial/shopping areas and around Tottenham Hotspur football ground during matchdays.

Additional parking pressures are often experienced in residential streets close to an existing CPZ boundary, due to displaced non residential parking. This generates demand to expand existing CPZ's and gives consideration to the need for a borough wide CPZ, as exists in other boroughs such as neighbouring Islington.

Stop and shop parking bays have been introduced in various areas throughout Haringey to encourage more shoppers to visit area by making more parking spaces available for a limited time though the use of pay and display facilities.

The MTS specifically supports the expansion of CPZ's in London and Haringey Council will continue to introduce new or expand existing CPZ's where residents are affected by increased pressures on limited parking supply. Figure 3.3 shows the existing CPZ's in the borough. Our proposals will be linked in with other transport programmes where feasible, such as the implementation of car club bays and on street electric charging points as part of the CPZ expansion programme.

The CPZ programme is funded internally by the Council and has an indicative allocation of £600,000 per year for 2011/12, 2012/13 and 2013/14.

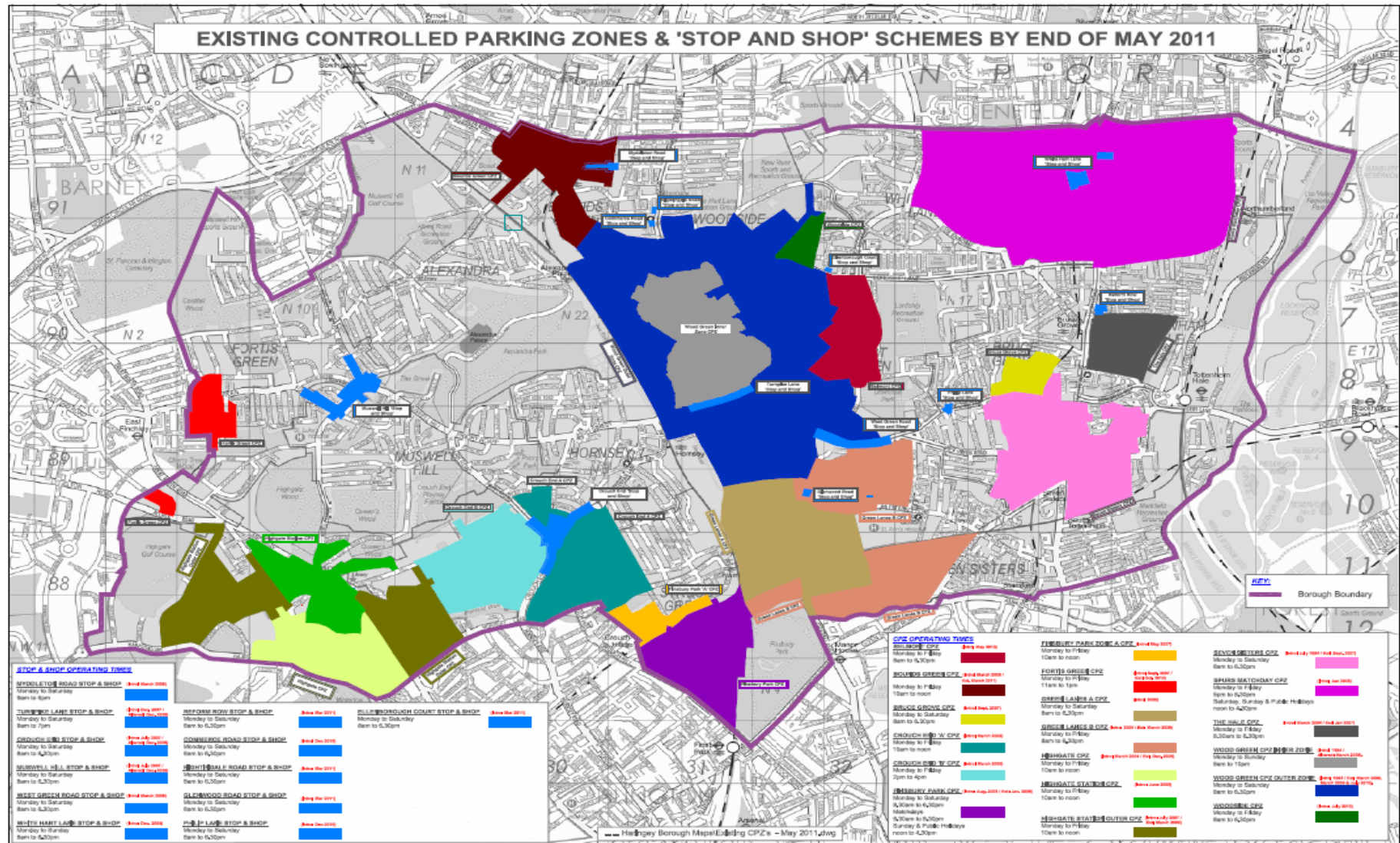
Table 3.3 CPZ programme for 2011-2014

CPZ	2011-12	2012-13	2013-2014
Stroud Green ward	Implementation and review		
Hornsey CPZ		Design and consultation	Implementation
Alexandra Palace Station		Design/consult	Implement

The Council are currently (summer 2011) reviewing its approach for identifying new CPZs to develop a strategic overview of parking policy and traffic management across the borough in order to deliver broad transport objectives to reduce traffic congestion and encourage sustainable transport usage.

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

Figure 3.3: Existing Controlled Parking Zones



3.3.4 Road Safety

The reduction in road user casualties is a key objective for the LIP [objective 4]. We will carry out specific interventions to reduce road user casualties with our priorities targeted at locations with the highest levels of casualties. Specific targets are set for mandatory indicators for reducing killed and seriously injured casualties as well as all casualties as described in Chapter 4, Performance Monitoring Plan. In addition the Council is setting targets for non-mandatory indicators for pedestrian casualties.

Improvements to road safety are part of our corridors/neighbourhoods programme as well as the major scheme for Wood Green. Measures to be pursued include pedestrian crossing facilities, speed reducing features, enforcement of speed limits with partners in Met Police, area wide treatments through 20mph zones/limits and environmental streets [see above], cycle facilities and road safety education, training and publicity programmes.

The Council is providing funding for local safety schemes through its revenue funding as it is considered a high priority for the Council.

We recognise the value of child pedestrian training to support road safety objectives and will be continuing this as part of the LIP.

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

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

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

Following this study we will be concentrating road safety ETP work on children under 5 and their parents, children aged 11-15 and people living in the more deprived areas in the east of the Borough. This will build on the award winning work on reducing casualties among ethnic minorities attending mosques in Edmonton and in Haringay as well as current work focused on a community centre on St Ann's Road.

Reducing traffic speeds on the borough's roads are critical for reducing accidents and casualties and for encouraging a modal shift to sustainable transport, especially walking and cycling. Traffic calming can also assist in developing social and community networks in residential neighbourhoods segregated by high volumes of speeding traffic.

Bus Priority

Our work on bus priority measures would support LIP objectives 2 and 5.

As there is no dedicated allocation of funding towards provision of bus priority measures, we will seek to enhance bus service speed and reliability through our programme of corridors and major schemes. Our proposals for Green Lanes seek to improve bus service reliability by traffic management and appropriate parking controls. However, with increasing population and employment it will be increasingly difficult to maintain current bus journey time speeds and reliability.

The major scheme for Wood Green town centre would provide for improving bus reliability by infilling bus laybys.

Our overall strategy to minimise traffic generation and to reduce car usage through a programme of alternatives such as cycling and public transport enhancements would benefit the operation of bus services in the Borough.

3.3.6 Electric vehicle charging infrastructure

This work would support LIP objectives 2, 6 and 7.

Haringey Council is committed to promoting the uptake of electric vehicles and is implementing a programme of charging infrastructure in off street public car parks and on street locations in or near town centres, transport hubs and employment areas. 17 charging points have been installed as of May 2011 and a further 8 charging point spaces are planned for 2011/12. By the end of 2013/2014, the intention is for a total of 45 public charging points to have been installed by the Council, in public accessible car parks and on street. LIP funding through the neighbourhood and corridors programme has been allocated for this electric vehicle charging infrastructure for 2011/12-2013/14. Additional charging points will be installation as a condition of planning consents for new developments and will be funded through Section 106 agreements.

The Council are investigating the feasibility of drafting policy and safety guidance to enable residents with no off street parking to charge their vehicle on street, via use of a charging lead from their property which will need to be covered by a mat to remove any trip hazard potential.

Our programme will complement TfL's internal delivery team to deliver charging points in employer's car parks, station car parks, and private retailer (supermarket/ shopping centre) and leisure centre car parks. These figures are identified in TfL's 'Turning London Electric' strategy which has a target of introducing 25,000 charging points across London by 2015 although this may not be realised with reductions in TfL funding. The Haringey electric charging point membership scheme will be incorporated into the pan London membership scheme, managed by TfL to provide access to all London charging point from early 2011.

Plugged in Places funding

The Council is part of a consortium of London boroughs and 14 private and public sector partners, led by TfL, which has been successful in securing £9.3 million of DfT's 'Plugged in Places' funding over a 3 year period from 2010/11. During 2010/11, £5.5 million of this funding will be used to support the implementation of electric vehicle infrastructure in car

parks, major supermarkets, leisure and retail centres, as well as on the street across London, including Haringey.

In November 2010, Haringey signed the 'Plugged in Places' funding and membership agreement enabling the Council to claim 50% of the purchase and installation costs for new charging point installations from the Plugged in Places funds. The other 50% of these costs will be covered by the Council from LIP funding.

Pan London

In November 2010, TfL launched the brand and website for the new pan-London electric vehicle charging Membership Scheme called 'Source London' (www.sourcelondon.net). Membership of this scheme will enable the electric vehicle user to park and charge at any of the on-street and public car park electric charging points across the 21 participating boroughs, including Haringey.

The Source London scheme commenced operation in May 2011 and will replace Haringey's original electric vehicle charging scheme in the Autumn of 2011, once all Haringey's charging points have been retrofitted for compatibility with the Source London network. TfL will provide the administration and IT resources for the Source London scheme and the maintenance for the charging points, at no cost to the borough.

Source London members will pay a single annual fee of £100 in order to access all public charge points across the capital, including all Haringey's on street and public car park charging points, which will be retrofitted with the Source London branding by TfL. Members will also have access to a call centre for help and advice and to report any issues.

Electricity will be free at point of use to members, subject to any costs for parking set by each borough. The borough will pay for the electricity used (the cost of this will depend on usage and tariff, but if used for 8 hours a day, it is estimated that a charging point will use, on average, approximately £300 of electricity a year). TfL will monitor electricity costs with the intention to introduce a 'Pay As You Go' electricity charge in the future, however this scheme will only become cost effective to introduce when membership, and income, rise.

3.3.7 Car club scheme

This initiative would support LIP objectives 2 and 7.

The Council has a contract with a car club provider to develop a programme of on-street car club bays. The scheme commenced in 2009 and as of April 2011 there were 96 car club bays in Haringey. The Council have set a local target to have 150 car club bays by 2013/14. **This will create a borough wide service where every resident and business would be within a 5 minute walk of a car club vehicle.**

The introduction of on street car club vehicles in Haringey has been extremely popular. As of May 2011 there are over 4,000 Streetcar members in Haringey, representing **a member growth of 240% in two years**. The average daily usage figures for these vehicles is over 10 hours per day.

Future car club demand analysis suggests there is huge potential for car club expansion in Haringey with over 34,000 potential car club users. So far, car club

provision in Haringey has only met 10% of this potential demand.

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

- Car club vehicles emit 36% less CO₂ than private vehicles disposed of by car club members, as car club vehicles are new, efficient and well maintained models (CarPlus survey, 2009).
- Car club members typically give up owning a first or second car on joining; others defer purchasing their own vehicle due to using the car club instead, resulting in less parking demand and congestion in that local area.
- **Surveys of Haringey's car club members reveals that up to 1040 private vehicles have been sold as a results of residents joining the car club scheme and a total of 1080 planned vehicle purchases have either been deferred or cancelled across the borough. (Streetcar Haringey annual performance report 2010)**
- Haringey's streetcar members are driving on average 68% less than before they joined the scheme and are using public transport 40% more (Streetcars membership survey, 2009).

The Council will continue to work in partnership with our contracted on street car club operator, Zipcar (previously called Streetcar), to expand the number of car club vehicles in the borough.

The Council has received £50k TfL (non LIP) funding to deliver 20 new car club locations in 2011/12 and 30 new car club locations in 2012/13. This funding will also contribute to the cost of Streetcar purchasing an electric vehicle for use as a car club vehicle in Haringey. The vehicle will be stationed at one of the EV charging points proposed on the public highway.

Figure 3.4. Car club locations in Haringey

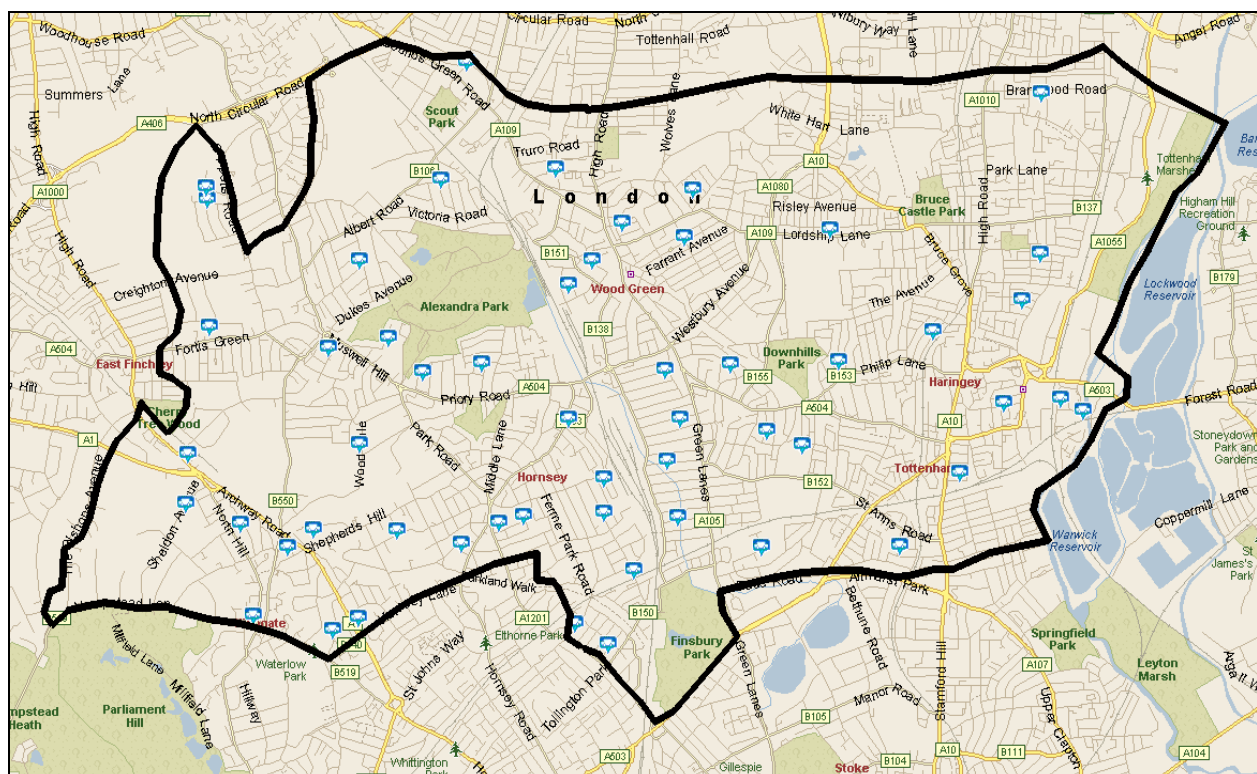
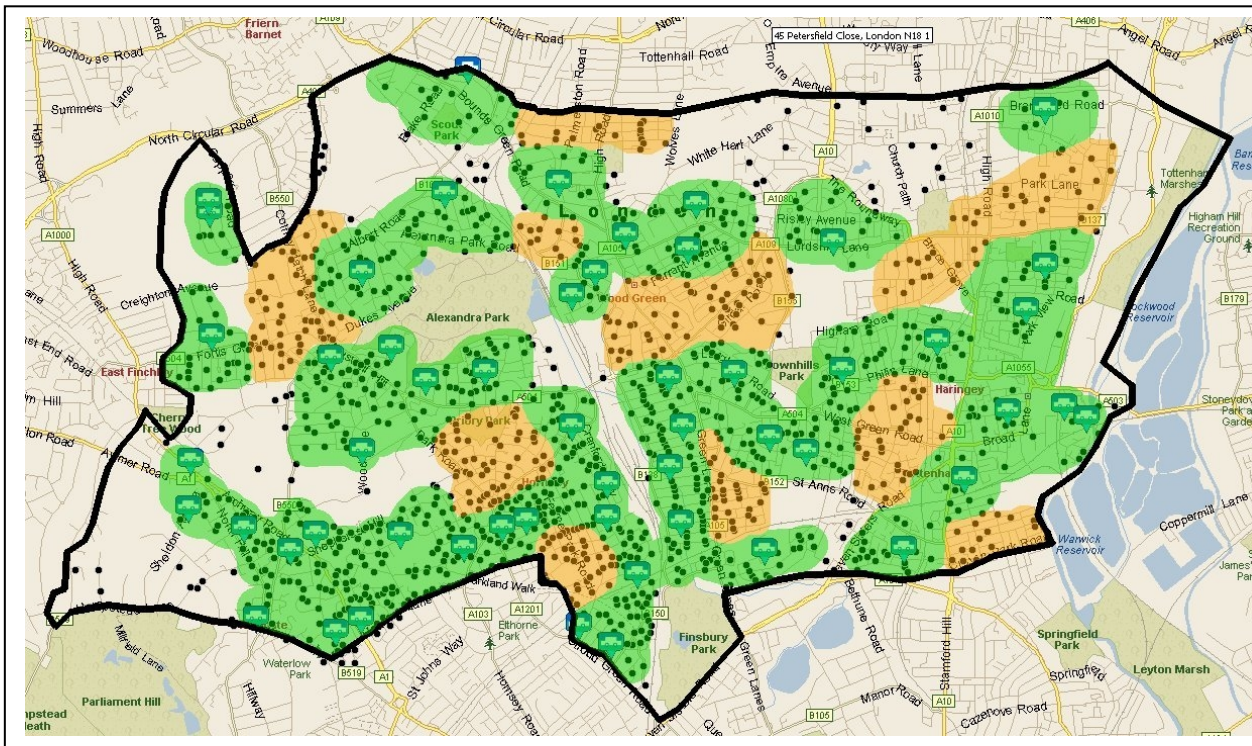


Figure 3.5, below shows the current spread of membership across Haringey and the location of existing car club vehicles. The areas shaded in orange show where there are high numbers of Zipcar members where there is currently no existing car club vehicle close by. It is within these areas where new car club locations will be identified. This clearly shows the demand and potential for expansion of the scheme and the Council are planning to create a borough wide service where every resident and business would be within a 5 minute walk of a car club vehicle by the end of 2010-2011. Based on projected car club membership growth Zipcar is confident that 5,000 Haringey residents will be members by the end of 2011 and 6,500 by the end of 2012.

The Mosaic driver profile map for Haringey, (see Figure 2.5, in Chapter 2) highlights the need for further car club expansion in the east of the borough, to improve accessibility for the population who aspire to driver. If access to a car club can assist in addressing these aspirations, then future car ownership levels can be sustained at levels which will not adversely contribute to increased congestion or parking pressures.

Figure 3.5. Zipcar membership and demand.



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

3.3.8 Supporting Haringey's Air Quality Action Plan

The air quality plan would support LIP objectives 2, 3, 6, 7 and 11.

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

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

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

The Council's fleet is LEZ compliant, i.e. Euro III standard or higher. Contracted out services using LGVs and HGVs such as street cleansing and waste collection vehicles, are also compliant with the requirements of the LEZ. This work supports the Mayoral priority for cleaner local authority fleets.

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

3.3.9 Street tree planting

The Council is keen to support the introduction of street trees in line with Mayoral priorities.

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

Haringey Council has been successful in obtaining funds through the Mayor's Street Trees Grant programme in both 2008/09 and 2009/10 to plant new trees. In 2008/09, 250 trees were planted and in 2009/10, 144 were planted. All these street trees were planted in the east of Haringey, including Northumberland Park, Tottenham Green and Tottenham Hale.

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

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

3.3.10 Freight

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

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

Freight Quality Partnerships, as successfully introduced in the Brimsdown industrial area of Enfield, have the potential to mitigate the impact of freight in residential areas whilst still allowing efficient servicing of industrial and commercial areas. Information for HGVs drivers, better management of routing of HGVs, accreditation of freight operators would be considered as part of an FQP. A FQP would be considered as part of Wood Green town centre.

3.3.11 Smarter Travel – Influencing travel behaviour

The Council consider smarter travel initiatives, which focus on encouraging people to change their travel behaviour to more sustainable modes, offer the greatest scope for reducing the impact of motor traffic and encouraging a modal shift to sustainable transport. The smarter travel programme supports LIP objectives 2,3,6 and 7.

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

The Council is developing a joint smarter travel programme with TfL and Enfield Council to deliver cross-borough smarter travel measures. Actions to reduce car use can be most effectively delivered at a sub regional level as much car travel incorporates journeys across borough boundaries.

In developing our programme we have taken advantage of specialist expertise and databases used by TfL. The use of market segmentation data (MOSAIC) has been used to assess the effectiveness of types of interventions. Detailed analysis of this data is contained in **Appendix J** and the following smarter travel objectives have been created from this data analysis:

- Increase levels of cycling
- Health and active travel
- Reduce the number of child accidents
- Improve air quality and reduce CO2 emissions
- Reduce traffic and congestion

The smarter travel programme will deliver these objectives by focusing on promotional and marketing activities, working to develop workplace and school travel plans, and promoting road safety in schools.

The main components of Haringey's smarter travel programme include:

- Marketing campaign including 'Smarter Travel' website
- Launch events for smarter travel initiatives
- School travel planning (modal shift and road safety interventions)

- Workplaces, Town centre and retail area (trip generator) travel planning
- Setting up neighbourhood champions (Doctors, Head teachers, youth works, faith groups, mum/toddler groups) to promote personalised travel planning and community projects
- Smarter travel roadshow promoting travel awareness and health
- Road safety education, training and publicity
- Safe and efficient driving / road safety campaign
- Supporting measures for cycling hubs, cycle superhighway and greenways routes
- Walking and cycling rewards (offer initiatives to travel sustainable for leisure and shopping trips)
- Promotion of sustainable car usage: Car clubs, electric vehicles, car sharing, and efficient driving methods.
- Monitoring programme to assess **impact of smarter travel programme on modal shift. This will include traffic flow and modal shift monitoring plus attitudinal surveys to assess influences for behaviour change.**

Haringey's smarter travel programme will be coordinated to complement measures delivered through the Neighbourhoods and Corridors programme to encourage sustainable travel behaviour and improve road safety. The programme will involve upskilling Council staff to deliver behavioural change techniques and programmes.

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

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

School Travel Planning

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

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

Haringey schools with travel plans in place have achieved an overall decrease of 5.4% in car use to school from 2004 to 2010. When this is broken down by school type, see Table 3.4, the largest proportion of this modal shift has come from the independent sector.

Table 3.4. School modal shift data.

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

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

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

- Targeting schools with the highest modal share for car trips. Independent schools are responsible for the largest number of car trips within the borough. The car has a large mode share (35.90%), whilst cycling makes up just 0.40% of journeys. Independent schools usually have much larger catchments than state schools, as a result reducing the potential for the use of sustainable transport. In addition to encourage cycling and walking, the school travel team is promoting the use of park and walk schemes.
- Encouraging uptake of cycling to school to address potential demand. Surveys of pupils preferred mode of travel highlight that 25.87% stated their preference to cycle yet only 1.70% currently do cycle to school. This potential demand for cycling to school needs to be encouraged through the promotion of cycle training and cycling related activities at both primary and secondary school level.
- Surveys of school children identify that double the number of secondary school children who currently travel by car (almost 19%) would travel by car given the choice. This statistic represents a significant change from the attitudes expressed at primary school level. This highlights the need to focus sustainable modes of travel promotion in secondary schools to ensure the high levels of sustainable modes of travel by younger pupils are not lost in the transition to Key Stage 3 and 4 when young people are beginning to travel independently, and further, and approaching the legal age to drive.
- Schools within the Wood Green hub identified as part of the Biking Borough Strategy.

Barriers to sustainable transport

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

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

A pupil's journey to school is greatly influenced by their or their parent's perception of how safe the route to school is. During the period 2004 to 2009 £1.8 million of safety schemes have been implemented, serving 35 schools. The Smarter Travel team will work with schools and parents to identify routes that are considered to be unsafe. Both

changes in current infrastructure and the provision of new infrastructure will be used to improve the perception of safety on those routes highlighted as a problem.

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

We will continue to pursue ways of supporting pupils between 14 and 19 in a number of different ways, including:

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

We will continue to assist schools in developing effective travel plans. This work will be targeted at schools within corridors/neighbourhoods programme to support our physical, engineering led measures to maximise the benefit of this investment. We will also be targeting schools with high level of car usage and schools within the Wood Green hub. A number of programmes will be continuing including Walk once a Week, support for transition packs [Upgrade scheme], Go Bike, Busology promoting good behaviour on buses and cycle parking.

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

The Smarter Travel team will develop opportunities for partnership work within the HSP where there are shared policy objectives (i.e. active travel and obesity).

3.3.12 Workplace travel planning

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

Haringey businesses have access to free advice and assistance in developing workplace travel plans - from the Council (and the North Central Travel Network until March 2011). Haringey Teaching PCT is the only major employer in the borough which has worked directly with TfL to develop a workplace travel plan. However, both the Whittington and North Middlesex University Hospital NHS Trusts have had some support from TfL/sub regional coordinators.

The Council will continue to encourage local businesses, LSP partners and other large employers (including hospitals) to develop and maintain travel plans. The Council will allocate LIP funding, annually, for the employment of a sustainable transport advisor to promote workplace travel plans and other sustainable travel initiatives through the North

London sub regional partnership. This post would be shared with three neighbouring boroughs. Through this post, the Council will continue to provide advice and assistance for developing travel plans required as a condition of planning consent.

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

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

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

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

3.3.13 Haringey Council's Staff Travel Plan – leading by example

The Council will continue to develop and implement further measures within its own staff travel plan. The Council is the largest single employer in the Borough with about half of its staff living within the Borough. Our own staff travel plan as part of our commitment to tackling climate change at a local level. The travel plan supports the council's ambition to become one of London's greenest boroughs and to lead by example by encouraging the use of sustainable transport and in protecting and improving the environment. The travel plan consists of a package of measures designed to reduce staff car usage and the need to commute and make work related journeys.

Since 2009, the Council's staff travel plan has had significant success, most notably reducing single occupancy car trips to work by 5% and increasing cycling to work by 2.5%.

3.3.14 Travel awareness initiatives

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

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

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

3.3.15 Partnership initiatives within Haringey Council & NHS Haringey

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

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

- **Active For Life**

This is a partnership between NHS Haringey and Haringey Council's Sport and Leisure Services. It is a programme designed to help inactive people to become more physically active.

- **'Health in Mind'** Walk your way to health programme is another joint initiative between NHS Haringey and Haringey Council's Sport and Leisure Services. The organised walks are short 30-minute walks led by local people trained as walk leaders to offer support and encouragement. The health walks cater for all fitness levels especially those who have not been active for a while.

3.3.16 Accessibility: Community transport and Shopmobility schemes

The Council has introduced a number of new initiatives in recent years to improve mobility in the borough. This includes the introduction of a community transport scheme and support for a Shopmobility scheme for Wood Green. The future of Shopmobility provision is being reviewed and the Council is in discussion with Aged Concern Haringey regarding the future provision of the service.

We will be extending the Haringey Community Transport scheme to meet the needs of people unable to use conventional public transport as well as providing a service for local community groups. Some funding would be through the Local Transport Funding.

Bus Stop Accessibility (BSA)

The Council works in partnership with Transport for London to improve accessibility to bus services in the borough by implementing bus stop clearways at every bus stop, providing adequate height kerbs and removal of clutter and obstacles to ensure easy and efficient access for boarding and alighting buses. Continuation of the BSA programme will be funded through the 'Community Transport' and 'Local Transport schemes' LIP budget.

3.3.17 Reducing CO2 emissions from transport

Haringey has a LIP target to reduce CO2 emission from transport by 45.3% by 2025, detailed in Chapter 4.2. The LIP delivery plan contains several interventions and policies which will contribute to reducing CO2 emissions through encouraging a modal shift to sustainable travel and reduce the need to travel. These schemes include the smarter travel programme, biking borough initiatives, DIY streets, low carbon zones, car club and

electric vehicle charging expansion, air quality improvements and the street tree planting programme. These schemes are covered in more detail elsewhere in Chapter 3.

Haringey's Carbon Management Action Plan

In addition to the LIP transport CO2 target, the Council is committed to delivering a 40% carbon reduction (for all CO2 emission sources) across the borough by 2020 (on a 2005 baseline) and is developing an action plan to achieve this target with support from the Department of Energy and Climate Change, Local Carbon Framework pilot (LCF). By developing a borough CO2 reduction plan it is intended that closer links between a number of wider sustainability objectives can be achieved such health, waste reduction, fuel poverty, transport, air quality and economic development. The action plan is due to be launched in autumn 2011.

To assist with the development of the Carbon Management Action Plan, Haringey Council has produced an Annual Carbon Report (in January 2011) which aims to provide a transparent way of reporting on and debating progress being made to reduce carbon emissions from the Council's operations and from the borough as a whole. The report can be viewed at www.haringey.gov.uk.

From 2012, the annual report will include carbon budgets, enabling Haringey to develop an understanding of its carbon usage and management.

Haringey 40:20 initiative

In order to achieve Haringey's ambitious CO2 reduction targets will require the support and action by local businesses, third sector organisations, community groups and individual residents. Haringey's 40:20 initiative has been set up to bring together those living and working in the borough and develop the vision for 40:20. Further details are available on www.haringey.gov.uk.

Sustainable Transport measures to achieve 40:20

To assist with achieving the CO2 reductions required by 2020 the Council commissioned a study (in spring 2011) to analysis the impact of this LIP's delivery programme of interventions and polices for reducing CO2 emissions from transport in the borough by 2020.

The final report will be completed in July 2011 and will provide:

- Impact assessment of LIP schemes and policies on total CO2 emissions by 2020.
- Recommendations on priority CO2 reduction measures for the borough to achieve reductions targets.
- Recommendations on most cost effective measures for delivering CO2 reductions.

Muswell Hill Low Carbon zone:

In September 2009 the Mayor of London announced that Muswell Hill would become one of 10 Low Carbon Zones in London. This is a community led initiative to test different measures to reduce carbon emissions, including promoting sustainable lifestyles and choices to residents and businesses. The project is funded through two external grants, and is a partnership between Haringey Council, local community groups and other stakeholders. The short-term aim of the Low Carbon Zones project is to achieve a 20.12% reduction in carbon emissions within the Muswell Hill zone by 2012. This project will help towards the Mayor of London's target of a 60% cut in carbon. We will be using the Muswell Hill Low Carbon Zone to pilot a different approach to

personalised travel planning. For this project, the work with households, schools and businesses will cover behaviour change across a range of carbon reduction issues including, waste, energy and travel.

Haringey Low Carbon Zone

The Low Carbon Zone is piloting a number of approaches to reduce carbon emissions. Those relating to transport include, a Personal Carbon Trading Scheme offering financial incentives for carbon savings achieved by residents, Cyclehoops cycle parking which is designed to reduce street clutter, a joint school travel plan bringing together a number of schools in the area, promotion of sustainable transport measures working with residents and environmental audits for businesses. Table 3.5 summarises these measures and estimated CO₂ savings. A succession plan for the future delivering of the Low Carbon Zone, beyond 2012 will be developed in late 2011. Total CO₂ emissions from the domestic sector are estimated to be 1330 tonnes per annum.

Table 3.5: Estimated CO₂ savings

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

3.3.18

Protecting and enhancing Haringey's natural, historic and built environment

There are several proposals contained within this LIP which will contribute to protecting and enhancing Haringey's biodiversity, townscape and built heritage. These include policies and interventions aimed at lowering traffic volumes, reducing through traffic, easing congestion, reducing car ownership and encouraging a modal shift to sustainable transport. The positive effects of these schemes include air quality improvements, a reduction in traffic congestion, noise pollution and vibration. The Council's tree planting and maintenance programme provides a vital 'green lung' for improving air quality, and for maintaining biodiversity by providing wildlife habitats and wildlife corridors between the boroughs green spaces. Street tree planting also adds aesthetic value to the borough's streetscape.

The Wood Green Town Centre major scheme will ensure the High Street's historic build environment is preserved and enhanced through improvements to the public realm, including tree planting, seating and lighting. Freight Quality Partnerships (FQP) have the potential to mitigate the negative environmental impact of freight transport in the borough and this will be considered as part of Wood Green town centre major scheme.

The development of work place travel plans will encourage business fleets to convert to greener fuels. The expansion of the car club scheme will encourage lower car usage and

lower ownership and the electric vehicle charging point infrastructure will facilitate the take up of electric and hybrid fuelled vehicles.

The implementation of the greenways cycle and pedestrian routes involves the completion of ecological studies and the creation of bio-diversity action plans, to provide habitats designated for invertebrates and wetland flora and fauna.

The Strategic Environmental Assessment (SEA) recommendations for implementing the LIP delivery plan (detailed in Section 3.11 Appendix B), ensure consideration has been given to protecting Haringey's natural, historic and built environment.

3.3.19 Minimising the adverse effects of climate change on the transport network

The majority of inventions detailed in this LIP will contribute to reducing CO2 emissions from travel and as such contribute to minimising global warming and the impact of climate change.

The Mayor's Transport Strategy requires boroughs to improve the resilience of the transport network to the impacts of climate change. The most likely impacts of climate change in Haringey include hotter summers, wetter winters, periods of prolonged drought and flooding, and more extreme storm and temperature ranges. The areas of Haringey's transport network which are most likely to suffer these climate changes are:

Hotter summers will cause discomfort for public transport passengers, especially on the underground, overland rail services and bus fleets which do not have climate control systems on board.

Hotter summers will also exacerbate the effects of poor air quality from transport emissions.

More extreme periods of cold, icy weather will put severe strain on winter gritting services and will increase road and footway maintenance demands.
More frequent incidents of flooding from wetter winters and more intense summer downpours will effects parts of the highway network due to drainage capacity limits.

All transport projects in Haringey will be designed with resilience to severe weather events expected as a result of climate change.

The Council will conduct a comprehensive risk assessment to determine transport assets, networks and management systems that are vulnerable to the effects of climate change. The Council will use this and other information to develop a Climate Change Adaptation Strategy and a Surface Water Management Plan.

The Council will implement the following measures to improve the resilience of the transport network to climate change:

- Lobby TfL and regional train operators to provide climate control systems in their train fleet.
- Maintain emergency response capacity to deal with extremes of weather eg. grit stock piles and pothole repairs.
- Implement the surface water management plan and work with Thames water (and TfL) to improve drainage in locations where flooding could be a significant risk. Consider opportunities to incorporate sustainable urban drainage systems.

- Deliver a net increase in street trees and explore opportunities for greening the streetscape in all suitable transport projects. Drought resistant species will be considered for future planting projects.

3.3.20 Maintenance programme

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

3.3.21 Highways Asset Management Plan

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

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

3.3.22 Highways assets maintenance

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

3.3.23 Principal road maintenance:

Investment in the principal road network contributes to LIP objectives 4 and 9. The Council uses results of annual road condition surveys, (compiled from detailed visual inspection data collected by Hammersmith & Fulham Council) to determine which sections of principal and non principal roads are to be included in the annual works programme for carriageway reconstruction/ resurfacing treatment.

In order to assist with the provision of bus stop accessibility, the borough will ensure a kerb height of at least 100mm is maintained within the vicinity of bus stop locations for all road carriage resurfacing and/or reconstruction works carried out through the road maintenance programme.

Funding for Principal Road reconstruction is provided by TfL. £380k is allocated for 2011/12 as detailed in table 3.6. There is a LIP mandatory target relating to the standard of the principal road network (see Chapter 4.2).

Table 3.6: Principal Roads – Funded projects - 2011/12

Road Name	Ward	Estimated Cost (£k)
A103 Tottenham Lane from Rokesly Avenue to Elmfield Avenue	Hornsey	137
A504 Muswell Hill Broadway between Colney Hatch Lane and Fortis Green	Muswell Hill	243

SUB-TOTAL	380
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3.3.24 Non principal (local) roads and footways:

The Council will invest approximately £1.3million per year for the three year period 2011-12 to 2013/14 for resurfacing and repairing the borough's local roads and footways.

Priority is being given in 2011/12 to the treatment of roads that have deteriorated as a result of the recent cold weather. Table 3.7 details the roads to be treated. Future needs will need to be reviewed as part of the Council's annual Sustainable Transport Asset Management Plan.

Table 3.7 Local (classified & unclassified) road treatment priority for 2011/12

Road Name	Ward	Estimated Cost (£k)
Alexandra Park Road, N10/N22	Alexandra	134
Perth Road, N22	White Hart Lane	75
Bishopswood Road, N6	Highgate	61
Bloomfield Road, N6	Highgate	38
Holmesdale Road, N6	Highgate	12
Elder Avenue, N8	Crouch End	60
Connaught Gardens, N10	Muswell Hill	23
Stanhope Gardens, N4	St Ann's	66
Gedeney Road, N17	White Hart Lane	27
Park View Road, N17	Tottenham Hale	35
Hartham Road, N17	Bruce Grove	20
Holmesdale Terrace, N15	Seven Sisters	9
St Loys Road, N17	Bruce Grove	19
Woodside Road, N22	Woodside	102
Gladstone Avenue	Noel Park	126
Stanmore Road, N15	West Green	72
SUB-TOTAL		879

3.3.25 Footways :

Investment in the maintenance of the borough footways are essential for improving the walking environment by maintaining and improving the quality of pavement surfaces and small scale redial treatments to remove the risk of potential trip hazards. Our condition surveys show that there are a greater percentage of footways (27%) needing maintenance than the borough roads. It is therefore proposed to allocate £395,000 of the Council investment to deal with those footways in need of urgent repairs.

The priority in 2011/12 is to continue to maintain the footways in need of urgent repairs, following the effects of the severe winter weather. Table 3.8 details how £395k of Council investment will be invested on footways in 2011/12

Table 3.8: Footway Network – Priority List for 2011/12

Road Name	Ward	Estimated Cost (£k)
Wightman Road, N8	Harringay	7
Onslow Gardens, N10	Muswell Hill	24
Hurst Green, N6	Crouch End	41
Dukes Avenue, N10	Fortis Green	55
Rokesly Avenue, N8	Hornsey	24
White Hart Lane, N22	Woodside	32
Park Avenue, N22	Woodside	36
Gladstone Avenue, N22	Noel Park	28
Tower Gardens Road, N17	White Hart Lane	40
Awlfield Avenue, N17	White Hart Lane	43
Flexmere Road, N17	White Hart Lane	16
Newsam Avenue, N15	St Ann's	22
Antill Road, N15	Tottenham Hale	27
Total to date		395

3.3.26 Highway Bridges and Structures:

The Council has a programme of assessment and strengthening for all bridge structures that come under the Council's remit. Bridges funding is based on assessment and will be used for design work and planned maintenance with the aim of arresting structural deterioration. Funding required over the 3 year period 2011/12 to 2013/14 is as follows.

2011/12 = £162k
 2012/13 = £1,769,000
 2013/14 = £395,000

For 2011/12, the £162K LIP funding has been allocated for highway bridge assessment and design work, as detailed in table 3.9.

Table 3.9: Bridges Investment for 2011/12

Bridge Name	Ward	Estimated cost (£k)
Wightman Road – strengthening design only	Harringay	100
Finsbury Park over New River – assessment	Harringay	15
Ferry Lane over Pymmes Brook – assessment	Tottenham Hale	15
Station Road over New River – assessment	Woodside	12
Woodside Avenue over Railway – assessment	Fortis Green	20
Allocated Budget - £162k		

3.3.27

Street Lighting

The Council is nine years into a major lighting column replacement programme. This makes a major contribution to the improved night time environment, makes residents feel safer and helps reduce crime and the fear of crime. Street lighting is also implemented to improve road safety. To date 48% of our streetlights have been renewed and 25% were already in a good condition. This leaves 27% still to be replaced or 4,400 columns. We are investing a further £800,000 per year between 2011/12 and 2013/14 for the street lighting renewal programme. Table 3.10 provides the street lighting renewal area proposed for 2011/12.

Table 3.10: Street Lighting proposed renewal areas 2011/12

AREA	WARD	VALUE (£k)
North Hill/Great North Road, N6	Highgate	48
Tynemouth Road, N17	Tottenham Green	140
St Ann's ward	St Ann's	135
Bruce Grove ward	Bruce Grove	165
Alexandra ward	Alexandra	145
Stuart Crescent, N22	Woodside	22
Bishopswood Road, N6	Highgate	23
Downhills Park Road, N17 [part]	West Green	22

AREA	WARD	VALUE (£k)
Hampstead Lane, N6 [part]	Highgate	100
		800

3.3.28

Local Transport Fund

In line with every other London borough TfL have allocated £100,000 to the Council to develop local transport projects for 2011/12. We will use some of the funding to extend Haringey's Community Transport scheme, continue implementation of the Bus Stop Accessibility Programme, and deliver small scale road safety projects.

3.4

Delivery Plan - Programme of Investment

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

In accordance with LIP development guidance, the delivery programme of interventions is presented under the 3 TfL funding programme categories: Corridors/Neighbourhoods/Supporting Measures, Major Schemes, and Maintenance.

Table 3.11 details the Programme of Investment for the Delivery Plan for the period 2011-2014. This sets out the LIP funding requirements for the schemes contained within the following section (3.3.1), and identifies which of the borough objectives and MTS goals each scheme is intended to delivery.

Table 3.11: Haringey's Proposed Programme of Investment

Programme of Investment													
Borough:		HARINGEY COUNCIL											
Year:		2011/12 - 2013/14											
Programme areas	Funding source	Funding (£,000s)				MTS goals					Expected main MTS outcomes (See Key Below)	LIP objectives (See Key Below)	
		2011/12	2012/13	2013/14	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change			
Corridors and Neighbourhoods	Green Lanes Corridor, Harringay and St Ann's Neighbourhood	LIP allocation	150	586	500	1,236	✓	✓	✓	✓	✓	1, 2, 4, 5, 9, 10, 11, 12, 14, 16, 17, 18, 20, 21, 22, 23	1, 2, 3, 4, 5, 6, 7, 9, 11
	Tottenham gyratory complementary measures for 20 mph zone in residential roads off Broad Lane & south of Broad lane [Tottenham Hale + Tottenham Green neighbourhoods]	LIP allocation	0	30	160	190	✓	✓	✓	✓	✓	1, 2, 3, 4, 5, 7, 9, 10, 11, 12, 16, 17, 20, 21	1, 2, 3, 5, 9, 11
	Wood Green High Road from north of station to borough boundary [completion of 2010/11 scheme]	LIP allocation	100	0	0	100	✓	✓	✓	✓	✓	10, 12, 16, 17, 18	1, 2, 3, 5, 6, 7, 8, 9, 11
	North Tottenham neighbourhood [linked to proposed Spurs development]	Developer/ Section 106/278	360	619	127	1,106	✓	✓	✓	✓	✓	1, 9, 10, 16, 26	1, 2, 3, 6, 7, 9, 11
	Local safety scheme programme*	LIP allocation	200	200	200	600	✓	✓	✓	✓	✓	16, 17, 18, 19	4, 11
	Road Safety programme*	Council revenue	100	200	200	600	✓	✓	✓	✓	✓	16,17,18,19	4, 11
	DIY Streets/20mph zone - Langham Road area	LIP allocation	400	0	0	400	✓	✓	✓	✓	✓	1, 12, 16, 18, 23	2, 3, 4, 6, 7, 9, 10, 11
	DIY Streets/20 mph zone - Hornsey area	LIP allocation	75	225	100	400	✓	✓	✓	✓	✓	1, 12, 16, 18, 23	2, 3, 4, 6, 7, 9, 10, 11
	DIY Streets/20 mph zone – Warwick Gardens	LIP allocation	0	0	90	90	✓	✓	✓	✓	✓	1, 12, 16, 18, 23	2, 3, 4, 6, 7, 9, 10, 11
	Greenways cycling & pedestrian routes	LIP allocation	100	0	0	100	✓	✓	✓	✓	✓	1, 16, 23	1, 2, 3, 5, 6, 7, 9, 10, 11
	Implementation of central section of Link 4 between Wood Vale and Alexandra Palace	LIP allocation	200	100	0	300	✓	✓	✓	✓	✓	1, 16, 23	1, 2, 3, 5, 6, 7, 9

	Link 78	LIP allocation	0	100	0	100	✓	✓	✓	✓	✓	1, 12, 16, 18, 20, 21, 23	1, 2, 3, 5, 6, 7, 9
	Biking Borough – Cycle hub in Wood Green	LIP allocation	156	147	147	450	✓	✓	✓	✓	✓	1, 9, 10, 16, 17, 26	1, 2, 3, 5, 6, 7, 9, 11
	Biking Borough Strategy delivery -	TfL Non LIP	61.5	205	54	320.5	✓	✓	✓	✓	✓	1, 9, 10, 16, 17, 26	1, 2, 3, 5, 6, 7, 9, 11
	Cycle training*	LIP allocation	100	100	110	310			✓		✓	1, 10, 16, 18	1, 2, 3, 4, 6, 7, 9, 11
	Electric charging points	LIP allocation	20	20	20	60		✓			✓	1, 14, 23	2, 6, 7,
	Car club expansion	TfL Non LIP	20	30		50							2, 6, 7,
	Cycle parking [estate and on street]	LIP allocation	23	21	21	65					✓	10, 16, 17, 23	2, 3, 6, 7, 9
	Street Lighting enhancements - borough wide*	Council revenue	800	800	800	2,400		✓	✓	✓	✓	7,12,16,17,	3,8,9,
	Parking Plan	Council revenue	600	600	600	1,800		✓	✓	✓	✓	4,10,	2,5,6,7
	Cycle enhancements	Developer/ Section 106/278	171	0	0	171		✓	✓	✓	✓	1,16,23	1,2,3,5,6,7,9
	Tree planting programme	Council revenue	30	30	30	90		✓			✓	12, 13, 23	6, 7, 10, 11
	Air Quality strategy	Defra AQ grant.	30	30	30	90		✓			✓	13, 23	6, 7, 10,11
	Pedestrian enhancements	Developer/ Section 106/278	750	399	115	1,264		✓	✓	✓	✓	1,16,23	1,2,3,5,6,7,9, 11
Supporting Measures / Smarter Travel Projects													
	Sub regional workplace travel planning	LIP allocation	25	25	25	75		✓	✓		✓	1, 9, 10, 13, 14, 16, 17, 23, 27	2, 3, 6, 7, 10, 11
	Smarter Travel website	LIP allocation	5	5	5	15		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8
	Marketing campaign	LIP allocation	70	70	70	210		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8, 11
	Setting up Neighbourhood champions	LIP allocation	5	5	5	15		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8
	Launch event for smarter travel initiatives	LIP allocation	20	20	0	40		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8
	Greenways complementary measures (Link 04)	LIP allocation	25	0	0	25		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8, 10, 11
	Supporting measures for Cycle Hubs	LIP allocation	50	83	83	216		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8, 11
	Town centre and retail areas travel planning	LIP allocation	50	50	60	160		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8, 10, 11
	Publicity and marketing measures for schools	LIP allocation	50	100	104	254		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8
Road safety interventions in schools	LIP allocation	50	50	60	160		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8	

	Festival roadshows	LIP allocation	40	40	60	140		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8
	Walk and cycle reward incentives	LIP allocation	40	40	50	130		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8
	Child Road Safety Project	LIP allocation	20	20	20	60		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8
	Smarter travel staff resource	LIP allocation	83	90	90	263		✓	✓		✓	1, 14, 16, 17, 18, 19, 23, 27	1, 2, 3, 4, 6, 7, 8
	Shopmobility/Community Accessibility scheme/ Bus Stop Accessibility	LIP allocation	40	40	40	120		✓		✓		2, 20, 21	1,5
	Local transport projects (inc. Bus Stop Accessibility)	LIP allocation	100	100	100	300		✓			✓	1, 9, 10, 14, 16, 20, 23, 27	2, 3, 5,6, 7, 11
Integrated transport total			5,119.5	5,180	4,076	14,375.5							
Maintenance	Principal Road maintenance*	LIP allocation	380	493	472	1,345	✓		✓			6, 7, 10, 15, 18, 24, 26	4, 9
	Borough Road + footway maintenance - borough wide	Council revenue	1,300	1,300	1,300	3,900	✓		✓			6, 7, 10, 15, 18, 24, 26	4, 9, 11
	Bridges*	LIP allocation	166	1,989	1,304	3,459	✓		✓			6, 7, 10, 15, 18, 24, 26	4, 9, 11
Maintenance total			1,846	3,782	3,076	8,704							
Major Schemes	Major Scheme - Wood Green High Road	LIP allocation	100	1,800	1,956	3,856	✓	✓	✓	✓	✓	1, 2, 4, 5, 7, 9, 10, 12, 18, 20, 21, 22, 24	2, 3, 5, 8, 9, 10, 11
Major Scheme total			100	1,800	1,956	3,856							

Key for table 3.11

List of MTS outcomes	
1. Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel	15. Improving perceptions and reducing impacts of noise
2. Improving people's access to jobs	16. Facilitating an increase in walking and cycling
3. Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow	17. Reducing crime rates (and improving perceptions of personal safety and security)
4. Smoothing traffic flow (managing delay, improving journey time reliability and resilience)	18. Reducing the numbers of road traffic casualties
5. Improving public transport reliability	19. Reducing casualties on public transport networks
6. Reducing operating costs	20. Improving the physical accessibility of the transport system
7. Bringing and maintaining all assets to a state of good repair	21. Improving access to services
8. Enhancing the use of the Thames for people and goods	22. Supporting wider regeneration
9. Improving public transport customer satisfaction	23. Reducing CO2 emissions from ground-based transport, contributing to a London-wide 60 per cent reduction by 2025
10. Improving road user satisfaction (drivers, pedestrians, cyclists)	24. Maintaining the reliability of transport networks

11. Reducing public transport crowding	25. Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London
12. Enhancing streetscapes, improving the perception of the urban realm and developing 'better streets' initiatives	26. Physical transport legacy
13. Protecting and enhancing the natural environment	27. Behavioural transport legacy
14. Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets	
List of LIP objectives:	
1. Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough.	7. Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives.
2. Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.	8. Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.
3. Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.	9. Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network.
4. Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.	10. Ensure that transport protects and enhances Haringey's natural and historic environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.
5. Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.	11. Minimise the effects of unpredictable events arising from climate change on the transport network.
6. Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.	

The specific schemes set out in the Programme of Investment (table 3.11) will be delivered by April 2014 unless they are ongoing measures. The schemes marked with an asterisk (*) are those considered to be ongoing for the foreseeable future.

This delivery plan will be refreshed every three years, the next time by April 2014. The types of interventions detailed in Chapter 3 will be delivered over the 20 year period 2011-2031.

Appendix G summaries which of the borough and MTS transport challenges and objectives are addressed by the delivery programme of interventions.

3.5

Identification of Corridors / Neighbourhoods and Supporting Measures programme

The programme consists of developing holistic schemes that address issues relating to the smoothing of traffic flow, bus reliability, local safety, cycling, walking and the public realm and the development of supporting measures such as smarter travel to complement physical measures.

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

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

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

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

The priorities for Neighbourhoods are based on four key criteria:

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

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

The smarter travel programmes will focus on community work and personalised travel planning measures including promoting sustainable or carbon efficient private car use. The work will also complement the Neighbourhoods/Corridors programme to maximise the potential for modal shift arising from these programmes. Partnership working with the NHS will be undertaken as it recognised sustainable transport is part of public health promotion. Behavioural change programmes will complement the physical measures planned as part of the Biking Borough strategy. Measures planned include marketing and promotional campaigns and cycling specific personalised travel planning. Similarly

behavioural measures would complement the two Cycle Superhighways planned for Haringey.

As Corridors/Neighbourhoods/Supporting measures have been combined into a single programme, the approach to developing the LIP programme of proposals has looked at:

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

Neighbourhoods & Corridors programme 2011-2014

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

1. Wood Green High Road, Green Lanes corridor and the adjoining residential neighbourhoods of Hornsey Park and St. Ann's.
2. Tottenham Hale and Tottenham Green neighbourhoods as part of the Tottenham Hale Gyratory complementary measures
3. North Tottenham neighbourhood and corridors.

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

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

3.5.1 Green Lanes Corridor, Haringay and St Ann's Neighbourhood

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

The following measures are planned to be delivered:

- Removal of street clutter, including unnecessary road markings, signs, guard railing and bollards.
- Relocate and merge functions, such as locating signage on lamp columns.
- Improve walking and cycle accessibility, and secure cycle parking to and from town centres and the public transport network.
- Improved layout and design of the streets, reducing carriageway width for provision of more generous pavement space for pedestrians.
- Improve bus service reliability

- Footway and carriageway accessibility improvements, incorporating bus stop accessibility.
- Street lighting improvements and CCTV positioning (for dual use for traffic management and public realm safety coverage) will be incorporated into the design of the public realm and pedestrian links to design out potential crime hotspots and reduce the perceived fear of crime.

This is a major project with expected completion in 2014 and would complement a Major Scheme funding submission to TfL, detailed in section 3.5. The section of Green Lanes to the north of Wood Green would focus on safety and accessibility works, de-cluttering and cycle facilities.

3.5.2 Tottenham Hale Gyratory Scheme complementary measures

During 2011/12, design works and consultation will commence on complementary measures for the gyratory works for Monument Way and Broad Lane, including 20 mph zones for the residential neighbourhoods adjacent to Broad Lane, plus cycling, pedestrian and public transport accessibility improvements to Tottenham Hale transport interchange. Advance works have already been completed.

The Gyratory scheme will include the reversion of the current one way traffic movement to allow two-way traffic flow and a 20mph speed limit along Monument Way and Broad Lane. Plans also include the construction of a new larger bus station and interchange and improvements to the principal roads and pedestrian areas. Additionally, funds will also be allocated towards carriageway resurfacing at Ferry Lane and Watermead Way.

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

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

LIP funding has been allocated towards implementing a complementary 20mph zone, pedestrian, cycling and public transport accessibility improvements for the residential areas adjacent to Broad Lane. This scheme will contribute towards the Council's aim to improve road safety, encourage walking, cycling and public transport accessibility by reducing traffic speeds and improving traffic movement within the Tottenham Hale area, and supports the regenerate of the entire Tottenham High Road corridor.

3.5.3 North Tottenham corridor and neighbourhood

Between 2011 and 2015 significant enhancements are expected arising from the redevelopment of Spurs football ground and associated development. Measures will focus on accessibility improvements to the public transport network including bus priority measures and for cyclists and pedestrians, including legible London signage, extension of the existing CPZ and improvements to personal security through crime reduction measures. Local deprivation and health inequalities will be tackled through

provision of improved accessibility to the transport network, including improved orbital bus connections, and to local employment opportunities which will be created through the regeneration of the Tottenham High Road corridor and surrounding neighbourhoods. Healthier lifestyles will be encouraged through walking and cycling as a recreational activity as well as a sustainable mode of travel.

3.5.4 Seven Sisters neighbourhood

The Seven Sisters neighbourhood will be prioritised for scheme implementation from 2014/15, incorporating the Better Streets principal to improve sustainable transport accessibility to the urban realm, including footway and personal security enhancements and additional traffic management measures to improve road safety. A key objective of this scheme will be to reduce deprivation and associated health inequalities by improving accessibility to employment opportunities, education and health facilities through improved public transport connectivity, reduction in the risk and fear of street crime and through promoting walking and cycling as a healthy lifestyle choice.

3.6 Major Schemes: Wood Green Town Centre

£100k LIP funding has been allocated in 2011/12 for the development and consultation of an integrated set of proposals for the Wood Green town centre to improve pedestrian and cycling accessibility, enhance public realm, and address traffic congestion, road safety, traffic management, bus service reliability, parking and loading issues. Implementation is proposed for 2013-2014.

Based on “Better Streets” approach, the ‘Major Scheme’ proposal for Wood Green town centre is focused on delivering the following town centre public realm objectives:

1. to improve the public realm throughout the town centre based on the Better Streets approach
2. to improve the pedestrian environment in and around the town centre through measures such as footway resurfacing and signage
3. to improve access to public transport
4. to reduce road user casualties in and around the town centre
5. to reduce the negative impact of vehicular traffic
6. to support sustainable transport through car club bays and electric charging points
7. to enhance cycle routes and facilities into and through the town centre
8. to improve reliability of bus services into and through the town centre
9. to improve accessibility into and within the town centre
10. to improve personal security in and around the town centre
11. to improve linkages between the town centre and Haringey Heartlands
12. to promote a sustainable future for the town centre including increasing the range and quantity of retail and employment choices and improving retail, leisure and community facilities

The major scheme proposal will complement the recently completed station access programme including the diagonal crossing outside Wood Green tube station. TfL funded a pilot project, undertaken by consultants, looking at three outer London town centres including Wood Green with the aim of delivering urban realm proposals, develop a framework for delivering the Mayor's Better Streets urban realm interventions and identifying a programme of proposals. This work informed our proposals for Wood Green town centre. Our initial plans for the town centre include:

- reducing street clutter
- renewing footway paving
- investigating the potential for diagonal crossing outside Turnpike Lane tube station
- improved public realm eg tree planting, seating and lighting
- replacing the existing bus shelters
- infilling bus laybys
- revise entry treatment at Gladstone Avenue/Buller Road junction
- redesign of Turnpike Lane bus and tube station environment

The scheme is estimated to cost £3.856m with the split of expenditure as below:

2011/12	£100,000
2012/13	£1,800,000
2013/14	£1,956,000

Scheme completion is planned for 2014.

No further major schemes have been identified at present. However, future town centre schemes may be developed over the lifetime of this LIP.

3.7 Delivery of the MTS 'high profile outputs'

Table 3.12 details how the schemes and initiatives identified in this delivery plan will contribute towards delivering the following 'high profile outputs' identified in the MTS

- Cycle Superhighway schemes
- Cycle parking
- Electric vehicle charging points
- Better Streets
- Cleaner local authority fleets
- Streets

Table 3.12. Delivery of high profile outputs.

LIP Delivery Plan Schemes	Cycle Superhighway schemes	Cycle parking	Electric vehicle charging points	Better Streets	Cleaner local authority fleets	Street trees
Green Lanes Corridor, Harringay and St Ann's Neighbourhood.		✓	✓	✓	✓	
Tottenham gyratory complementary measures [Tottenham Hale neighbourhood + Tottenham Green neighbourhood inc. Town Hall Approach Rd/Tottenham Green].	✓	✓		✓		✓
Wood Green High Road from north of station to borough boundary [completion of 2010/11 scheme]		✓	✓	✓		
Seven Sisters Neighbourhood		✓		✓		
North Tottenham neighbourhood [linked to proposed Spurs development]		✓		✓		
Local safety scheme programme	✓			✓		
DIY Streets - Langham Road area		✓	✓	✓		✓
DIY Streets - Hornsey area			✓	✓		
DIY Streets - Noel Park Estate			✓	✓		
Greenways cycling & pedestrian routes	✓	✓				
London Cycle Network	✓	✓		✓		
TfL Cycling Superhighway Scheme	✓	✓				
Biking Borough – Cycle hub in Wood Green		✓		✓		
Cycling training	✓			✓		
Electric charging points			✓			
Cycle parking [estate and on street]		✓				
Street Lighting enhancements - borough wide				✓		
Smarter Travel programme / Behavioural change measures	✓		✓	✓		
Sub regional workplace travel planning	✓	✓	✓		✓	
Travel awareness	✓		✓	✓		
Shopmobility/Accessibility scheme				✓		
Local transport projects				✓		
Street Tree programme				✓		✓
Borough Road maintenance - borough wide				✓		
Haringey's Air Quality action plan				✓		✓
Bridges				✓		

3.8 Public Transport

Although the Council can develop and implement transport projects and programmes to support the MTS objectives and its own LIP objectives, it has no direct control over the public transport system in the Borough. Its key role is to lobby and support

improvements to quality of service, capacity enhancements, new routes etc the transport operators: TfL, train operating companies and Network Rail.

Rail / Underground improvements

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

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

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

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

Bus network enhancements – including orbital bus network

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

3.9 Risk Management

Haringey Council recognises the importance of having adequate risk management measures in place to ensure that all schemes, particularly those with a high priority are implemented in the event that any significant issues arise.

The Council will therefore assess schemes and identify risks to individual schemes by reviewing them at monthly scheme implementation meetings. This will ensure that the potential risks outlined in Table 3.13 are taken into account and mitigation measures applied where necessary. Any intervention required will be recorded and closely monitored throughout the duration of the scheme.

It is anticipated that the above course of action will highlight any areas of uncertainty, reduce the impacts of any possible risks and will possibly have the added benefit of identifying any potential for cost savings.

Table 3.13 Programme risks and mitigation measures

Risk	Mitigation
Loss of implementation resources	<ul style="list-style-type: none"> • Management of staff resources to ensure flexibility to meet LIP project requirements • Restriction of outsourcing of works required in connection of implementation of schemes. • Over-programming to ensure efficient use of resources if other schemes are delayed.
Compatibility with Policy	<ul style="list-style-type: none"> • Schemes agreed at early stages of LIP development to ensure that we are delivering across the full range of intended targets and outcomes • Elected members consulted on scheme prioritisation during initial stages of LIP development
Delays to progress of works	<ul style="list-style-type: none"> • Adequate implementation plans agreed to take into account all stages of scheme, including any unexpected issues, detailed design and consultation process. • In terms of consultation, the use of fast tracking consultation for non-contentious schemes can facilitate faster delivery • Undertaking early consultation with statutory undertakers. • Undertaking early liaison with the Council's legal department to ensure that any required notices and Orders are built into the programme.
Variation in costs	<ul style="list-style-type: none"> • Project costs and spend are reviewed internally on a monthly basis so that any variation can be addressed at an early stage. • Re-allocation of funds between different projects should any issues be identified, which will ensure the highest priority projects are completed, whilst staying within the overall budget.
Loss of stakeholder contributions	<ul style="list-style-type: none"> • Early consultation undertaken in advance of detailed design, so that any fundamental issues are addresses as early as possible.

3.10 Prioritisation

The prioritisation criteria for the selection of corridors/neighbourhoods /supporting measures proposals are detailed in Appendix F.

Table 3.14, displays the results of the prioritisation criteria process for identifying LIP schemes.

Table 3.14: Priority ranking for schemes.

Scheme/ Programme	Criteria for Inclusion	Complementarily between schemes/ programmes	Deliverability	Priority
Neighbourhood/ Corridor schemes	Support for regeneration; road user casualties; cycle usage; pedestrian activity; parking pressure; high car usage; urban realm			
Tottenham Hale		✓✓	✓✓	4
Bounds Green		x	✓	
Seven Sisters		x	✓✓	
St Ann's		✓✓	✓✓	
Alexandra Park		x	✓	
Tottenham Green		✓	✓✓	
North Tottenham		✓	✓	
Creighton Avenue area		x	✓	
Harringay Ladder		✓	✓✓	
Wood Green High Road/Green Lanes		Support for town centres; support for regeneration; road user casualties; cycle routes; pedestrian activity; traffic congestion; urban realm	✓✓	✓✓
Muswell Hill to Turnpike Lane	✓		✓	
Alexandra Park to Finsbury Park	✓		✓	
Smarter Travel	Reduced car usage; reduced CO ₂ emissions	✓✓	✓✓	1
Local safety schemes	Road user casualties	✓	✓✓	3
DIY Streets – Langham Road area	Road user casualties; urban realm; cycle usage	✓✓	✓✓	
DIY Streets – Hornsey area		✓✓	✓	
DIY Streets – Warwick Gardens		✓✓	✓✓	
DIY Streets – Noel Park estate		✓✓	✓✓	
Greenways cycle/pedestrian routes – link 4	Cycle and pedestrian activity	✓		
Local cycle routes – link 78	Cycle activity	✓		
Biking Borough – Wood Green hub	Cycle activity	✓✓		5
Cycle training	Cycle activity	✓		
Accessibility	DDA compliance	✓		
Workplace travel planning	Cycle and pedestrian activity; reduced car usage; reduced CO ₂ emissions	✓✓		

(Key for table 3.14).

Complementarily

x = none

✓ = slight

✓✓ = strong

Deliverability

✓ = potentially difficult

✓✓ = straightforward

3.11 Strategic Environmental Assessment (SEA) recommendations for implementing the LIP delivery plan (detailed in Appendix B):

The following recommendations developed through the SEA process will be taken into account through the implementation of schemes and measures identified in the LIP delivery plan:

- Exploit opportunities to work in conjunction with the private and voluntary sectors to maximise the benefits derived from LIP2 measures;
- Ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan, which will have beneficial effects, including helping to avoid or reduce any water pollution effects and reduce noise, vibration and light pollution;
- Ensure that any future use of the London Blue Ribbon Network for water based transport must be undertaken in a sustainable manner;
- Provide reference to the need to minimise and mitigate the risk of flooding;
- Seek to safeguard as much as possible the borough's landscape resources, character and quality;
- Periodically review the role which traffic and demand management measures assume in promoting both a modal shift towards public transport as part of the wider package of measures aimed at tackling the carbon footprint of transport;
- Flexibility to accommodate forthcoming transport technological developments, such as any forthcoming new or improved technologies for buses or cars which will contribute to decrease CO₂ emissions or noise. This will improve sustainable transport provision within London.”

4. Performance Monitoring Plan

4.1 Introduction

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

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

We are also proposing a number of non-mandatory indicators with associated targets to reflect our focus on key transport issues. A summary of the performance monitoring targets, including base year and baseline data, target year and target outcome, and the anticipated target trajectory is summarised in Proforma B at the end of this chapter.

In setting both short- and long-term targets we have sought to assess the likely impact of our proposals and programmes, taking into account funding availability and the effectiveness of particular interventions. In all cases action from other parties and organisations is required, and the Council will work in partnership with others to meet the targets. There are risks associated with the achievement of the targets as described in each target.

Progress against the targets will be reviewed on an ongoing basis, and any areas of under- or over-performance identified. If necessary and in discussion with TfL the targets can be revised on a three-yearly/triennial basis going forward.

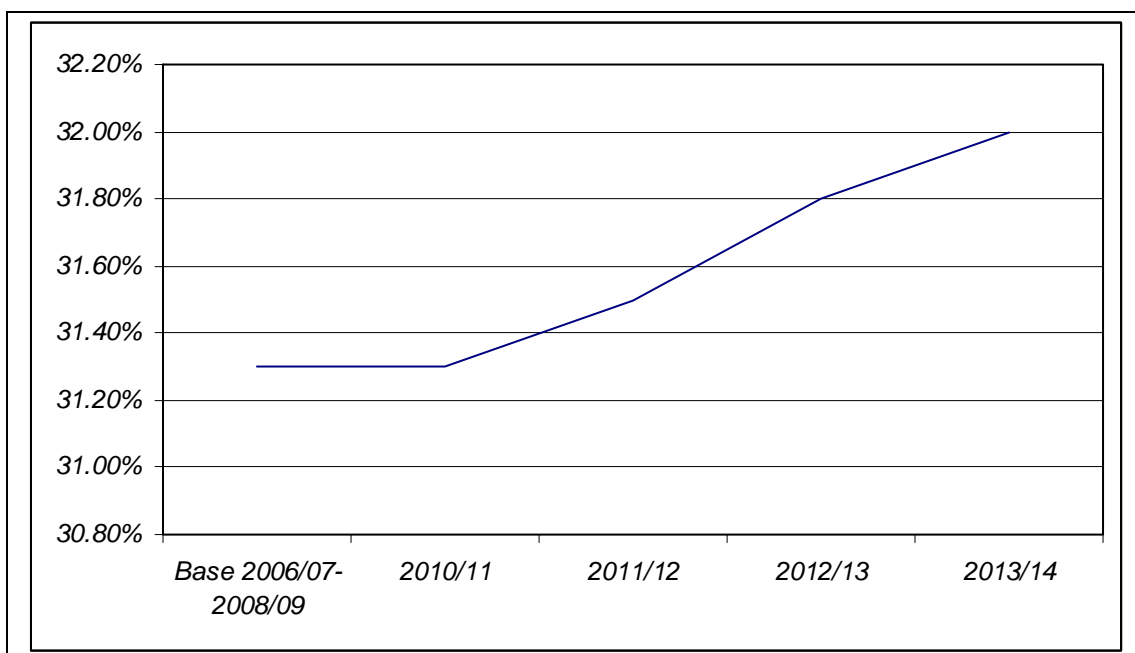
4.2 Core Targets

<p>LIP Mandatory Target: Walking mode share Proportion of walking trips by London residents where the trip origin is in Haringey</p>	
Long term target	35% walking mode share by 2030/31
Short term target	32% walking mode share by 2013/14
Data source	London Travel Demand Survey data provided by TfL
Link to LIP objectives	Obj. 2,3,4,6,7 and 8
Evidence that the target is realistic and ambitious	<p>The current proportion of walking trips by residents [31.3% average between 2006/07 – 2008/09] puts the Borough in second quartile London-wide but only 4 outer London boroughs out of 20 has a higher proportion of walking trips. The current proportion is also higher than the adjoining outer London boroughs of Waltham Forest, Enfield and Barnet. The adjoining Inner London boroughs of Hackney, Islington and Camden all have a higher proportion of walking trips. The target reflects proposals to improve walking routes such as through S 106 funded improvements for Spurs development, urban realm enhancements such as on Green Lanes and Wood Green High Road, smarter travel initiatives and footway enhancements. The predicted increases in employment and population setting a target for increasing modal share is considered ambitious as Haringey's population is expected to increase by about 35,000 between 2006 and 2026.</p>
Key actions for the Council	<p>Our key actions are:</p> <ul style="list-style-type: none"> • Encourage walking through environmental streets, Greenways pedestrian/cycle routes and neighbourhood/corridors schemes • Urban realm improvements to Wood Green town centre • Improvements to footway surfacing • Improved road safety measures such as pedestrian crossings and child pedestrian training • Enhancements to walking environment such as through street lighting programme and accessibility measures • Support for walking through smarter travel initiatives either as a single borough or with adjoining boroughs • Improving pedestrian environment through development planning process
Key actions for local partners	<p>Partners in NHS and Children's and Young Peoples Service have a key role in supporting smarter travel projects for residents and schools. With public health promotion being led by local</p>

	<p>authorities different departments of the Council will have key roles in delivering smarter travel messages. Sub regional partnership for North London to manage workplace travel plans with local businesses. Corporate support for the Council's own staff travel plan.</p>
Principal risks and how they will be managed	<ul style="list-style-type: none"> • The principal risks would be from constrained staffing resources, delays to implementation from Network Assurance, signal design capacity, developer contributions failing to come through arising from delays to construction. • The Council may need to reduce funding for footway enhancements and street lighting replacement to reflect overall reductions in capital allocations. • Mitigation of the potential impact on the process of implementing the projects would be through effective project management. • We may re-allocate funding from other transport projects if targets are unlikely to be met. • The Greenways project would benefit both pedestrians and cyclists and we may want to re-allocate funding to support both more walking and cycling

Interim Milestones

Base 2006/07- 2008/09	2010/11	2011/12	2012/13	2013/14
31.3%	31.3%	31.5%	31.8%	32.0%

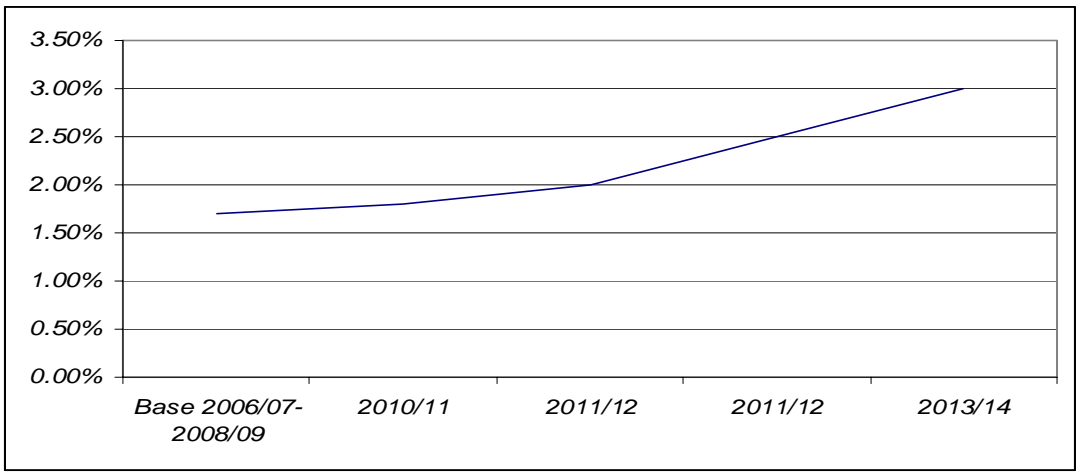


LIP Mandatory Target: Cycling mode share Proportion of cycling trips by London residents where the trip origin is in Haringey	
Long term target	5% cycling mode share by 2025/26
Short term target	3% cycling mode share by 2013/14
Data source	London Travel Demand Survey data provided by TfL
Link to LIP objectives	Obj. 2,3,4,6,7 and 8
Evidence that the target is realistic and ambitious	On average between 2006 and 2009, there were approximately 10,500 cycle trips per day by Haringey residents. DfT cycle count data shows that on average there was an 8% increase in cycle trips per year between 1999 and 2008. Assuming the same rate of growth between 2009 and 2013/14, cycle trips could increase to about 14,000 or 3% of all daily trips assuming no overall increase in trip making by Haringey residents. This target is considered ambitious given there is no evidence that cycle growth would increase at the same compound rate and that there will be increases in population and employment in Haringey. These targets and milestones are considered realistic as work done by TfL on the potential for new cycling trips shows that 36% of all trips currently made by mechanised mode in Haringey are potentially cyclable. This excludes trips that might not reasonably be cycled (such as those by young or elderly people) and does not suggest that these trips could or would transfer to cycling but can be seen as the maximum potential for cycling trips (which is significantly higher than the 5% target proposed).Haringey's biking borough status also enables the Council to provide sufficient investment to encourage the uptake of cycling in the borough.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Implementing Biking Borough initiatives • Greenways programme of cycling and walking routes • Extending local cycle routes • Improved road safety through local safety schemes, environmental streets and 20mph zones • Cycle training and cycle parking programmes • Support for Cycle Superhighways • Smarter travel initiatives either as a single borough or in a partnership with adjoining boroughs • Implementation of minimum cycle parking standards for developments

	<ul style="list-style-type: none"> Seeking contributions for enhancing cycle facilities through the planning process [S 106/S 278]
Key actions for local partners	Partners in NHS and Children's and Young Peoples Service have a key role in supporting smarter travel projects for residents and schools. The recently established Director of Public Health within the Council will have a key role in working with other council departments in delivering smarter travel messages. Sub regional partnership for North London to manage workplace travel plans with local businesses. Corporate support for the Council's own staff travel plan.
Principal risks and how they will be managed	<ul style="list-style-type: none"> The principal risks would be from constrained staffing resources, delays to implementation from Network Assurance, signal design capacity, developer contributions failing to come through arising from delays to construction. Traffic volumes and accident rates increase deterring greater take up of cycling. This could be managed by targeted cycle training and reallocating smarter travel funds to this area The Council may need to reduce funding for Biking Borough and other planned cycling projects to reflect overall reductions in capital allocations. Mitigation of the potential impact on the process of implementing the projects would be through effective project management. We may re-allocate funding from other transport projects if targets are unlikely to be met. The Greenways project would benefit both pedestrians and cyclists and we may want to re-allocate funding to support both more walking and cycling We will seek to ensure delivery of our projects by effective project management.

Interim Milestones

Base 2006/07- 2008/09	2010/11	2011/12	2011/12	2013/14
1.7%	1.8%	2.0%	2.5%	3%

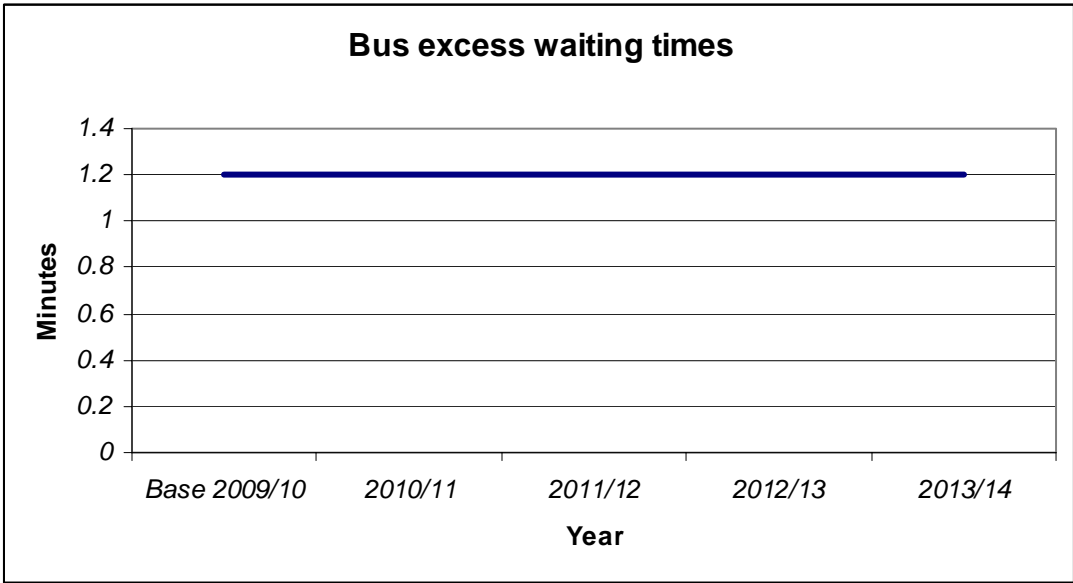


LIP Mandatory Target: Bus service reliability Excess wait time for High Frequency bus services	
Long term target	1.2 minutes excess wait time by 2030/31
Short term target	1.2 minutes excess wait time by 2013/14
Data source	Quality of Service Indicators [QSI] provided by TfL
Link to LIP objectives	Obj. 2 and 5
Evidence that the target is realistic and ambitious	Over the period 2008-10, Excess Wait Time was 1.2 minutes on average. This places the Borough in the bottom quartile. The short term target of 1.2 minutes is based on TfL Business Plan projections for 2009/10 to 2017/18. A target of 1.2 minutes EWT for 2031 is the current average for outer London boroughs. This is considered realistic within the context of likely reductions in service frequency as EWT is related to service frequency, increased population and employment leading to increased traffic and the cessation of the 3G project.
Key actions for the Council	We are seeking funding for a Major Scheme for Wood Green High Road and the surrounding area. This will focus on urban realm, improvements to bus service reliability, road safety improvements and better access by walking and cycling. Measures to reduce road user casualties and improvements to cycling and bus service reliability are proposed for a corridor scheme for Green Lanes between St Ann's Road and Endymion Road. General measures to support less use of the car would assist reliability eg travel planning, smarter travel, more walking and cycling through behavioural change and physical measures. Accessibility measures would assist buses servicing stops and reduce stop dwell times.
Key actions for local partners	Bus operators can support this target through better driver behaviour and contract management by TfL. TfL is a key partner as it is responsible for bus service planning including service frequency, routeing and bus fares.
Principal risks and how they will be managed	Key risks: <ul style="list-style-type: none"> • reductions in service frequency, bus fare increases • increases in traffic volumes and thereby adding to bus delays • funding for a major scheme not coming forward • overall reduction in funding for measures to reduce car use arising from reduced capital allocations • As a Council we would seek to minimise service reductions and pursue our policies in the LIP to minimise the potential for

	additional traffic. If funding for a major scheme for Wood Green Town Centre were not to be forthcoming, we would consider single block funding for a less extensive scheme with lower overall benefits.
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Interim Milestones

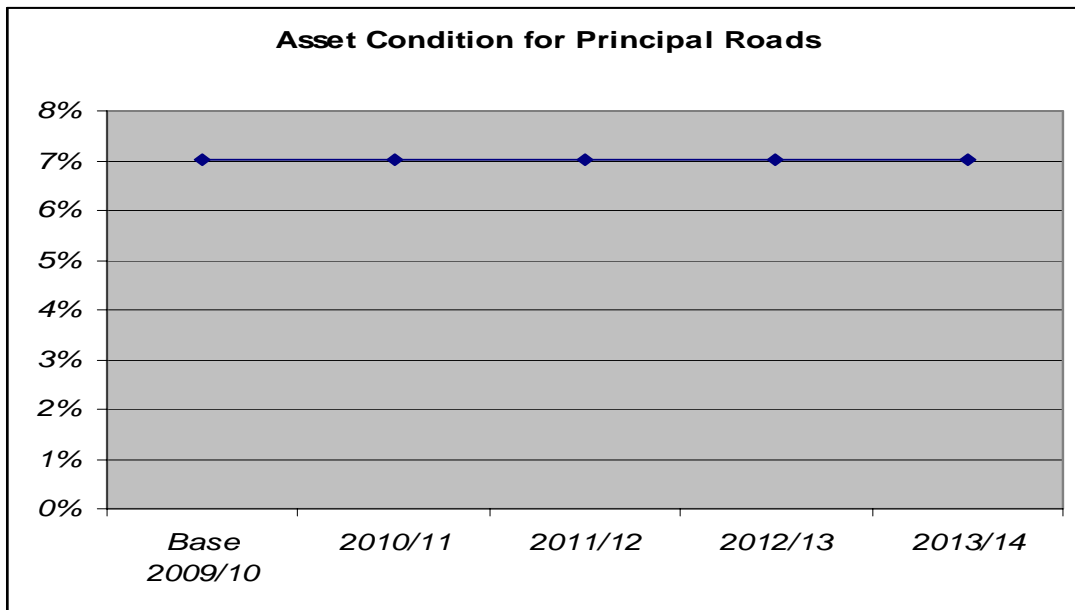
Base 2009/10	2010/11	2011/12	2012/13	2013/14
1.2	1.2	1.2	1.2	1.2



LIP Mandatory Target: Asset condition Proportion of principal road network with UKPMS score of >70 and where maintenance should be considered	
Long term target	UKPMS score of >70 to 6% by 2017/18
Short term target	UKPMS score of >70 to 7% by 2013/14
Data source	DVI data collected by LB Hammersmith and Fulham
Link to LIP objectives	Obj. 9
Evidence that the target is realistic and ambitious	Current performance [2009/10] is for 7% of principal road network with UKPMS score of >70. The funding likely to be made available through Maintenance funding is only expected to maintain the current standard of the Principal Road network. Recent performance has shown condition of the principal roads has worsened. Future performance over the next 20 years is very much geared to future funding and it is likely only a modest improvement in condition would be achieved.
Key actions for the Council	Enhancements will be targeted at roads with the highest UKPMS score but would also be targeted at achieving maximum benefit by complementing other TfL funded schemes such as Tottenham gyratory.
Key actions for local partners	Close working with our contractor will be required through the new contractual arrangements for delivering highways works schemes. The target relates to all principal roads in the Borough including those operated by TfL. We will work with TfL to achieve the best outcomes for our main road network.
Principal risks and how they will be managed	Weather can have a major impact on the state of the Borough's Principal roads as the weather during the 2010 and 2011 winters have shown. A lower level of funding than anticipated can adversely affect future performance. We would target funding at those roads suffering the worst road condition. We would also consider the role of re-surfacing rather than full re-construction in meeting our target.

Interim Milestones

Base 2009/10	2010/11	2011/12	2012/13	2013/14
7%	7%	7%	7%	7%

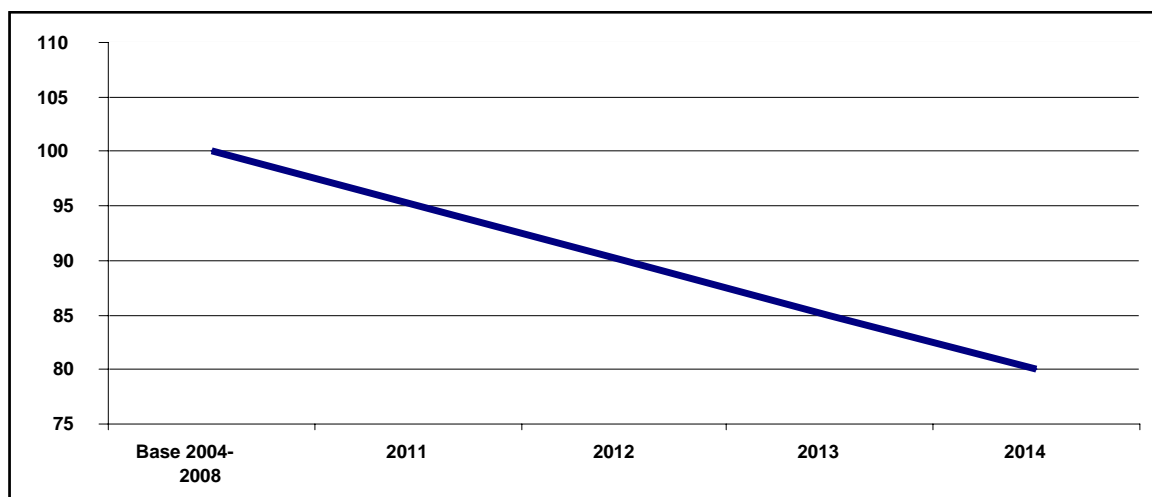


LIP Mandatory Target: Road traffic casualties	
Reduce the number of people killed and seriously injured	
Long term target	Reduce KSI casualties by 40% by 2020
Short term target	Reduce KSI casualties by 20% by 2013
Data source	Modal Policy Unit, Transport for London
Link to LIP objectives	Obj. 4
Evidence that the target is realistic and ambitious	There are 100 KSI casualties for the 2004/8 base. Total killed and seriously injured [KSI] casualties was 39% lower in 2009 compared with baseline 1994/8 average used to set the Mayoral target of 50% reduction by 2010. Comparing the latest three year data [2007-9] a 47% reduction has been achieved from baseline. The MTS predicts a 50% reduction in KSIs from 2004/8 baseline by 2017. This prediction has been used to set a target for 2013 based on a linear projection. Road safety casualty reduction programmes have been delivered over many years and it is increasingly difficult to make substantial reductions in the short term. Data for London shows a levelling out in the reduction of KSI casualties since 2004. There is also the risk of more pedestrian and cycle casualties with increasing levels of cycling and walking. In addition around 25% of casualties in Haringey occur on the TLRN so the Council cannot directly address these but need to work in partnership with TfL. The absolute number of people killed or seriously injured in any one year is relatively and subject to random variation. Our 2020 target of a 40% reduction is consistent with DfT's estimates in the Government's Road Safety

	Strategy of a reduction in KSI's of 40% by 2020 (assuming a 2005-09 base). Our long term target of a reduction of 60% by 2031 is based on the recognition that it is increasingly difficult to reduce such casualties.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Implementation of local safety schemes • Implementation of 20mph zones/environmental streets approach • Developing road safety education, training and publicity initiatives • Develop smarter travel measures for schools • Introduce road safety measures as part of the Major Scheme for Wood Green Town Centre • Undertake cycle training to increase safe cycle usage • Work in partnership with the voluntary sector to target interventions at ethnic minorities who have disproportionately high numbers of casualties
Key actions for local partners	Joint working with the Council to reduce casualties among ethnic minorities. Work with local police and Children and Young People's Service on initiatives to reduce casualties. As noted above many casualties occur on the TLRN and TfL has a key role in reducing casualties on these roads.
Principal risks and how they will be managed	The key risks relate to the delivery of the projects and programmes and increases in cycling, walking and motorcycling leading to greater accident levels. Effective project management can assist delivery and smarter travel initiatives and pedestrian and cycle training can contribute to reducing accident levels.

Interim Milestones

Base 2004-2008	2011	2012	2013	2014
100	95	90	85	80

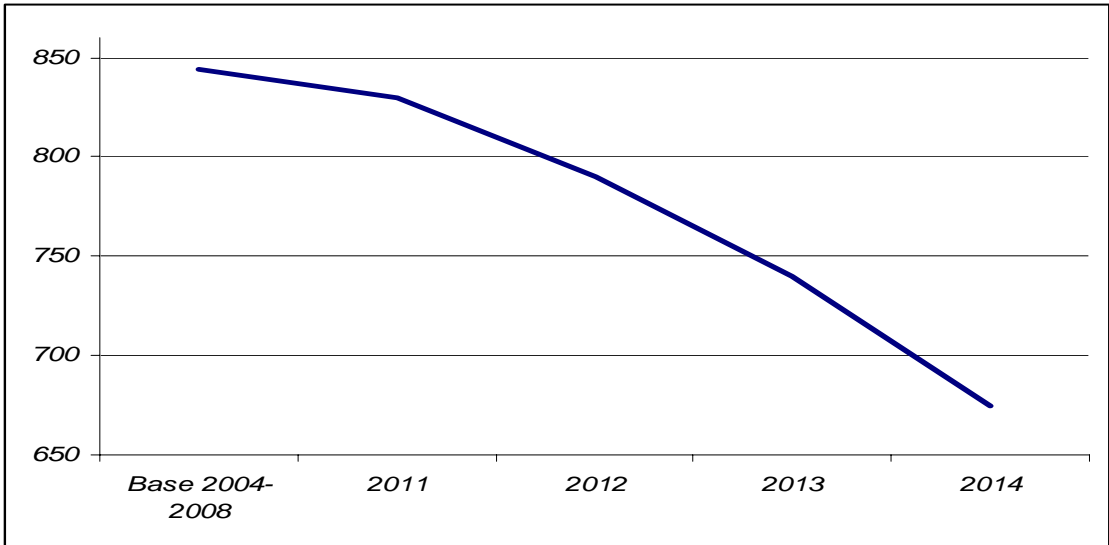


LIP Mandatory Target: Road traffic casualties	
Reduce the total number of casualties	
Long term target	Reduce all casualties by 60% by 2031
Short term target	Reduce all casualties by 20% by 2013
Data source	Modal Policy Unit, Transport for London
Link to LIP objectives	Obj. 4
Evidence that the target is realistic and ambitious	There are 844 casualties for 2004-8 base. Total casualties [KSI and slight] fell from 1170 in 1994/8 base to 1027 [- 13%] in 2009. The target is based on an assumed 50% reduction in KSIs London-wide by 2017 with the target for 2013 based on a linear projection. However, as the severity of the casualty cannot be reduced our target is based on reducing overall casualties. Road safety casualty reduction programmes have been delivered over many years and it is increasingly difficult to make substantial reductions in the short term. Data for London shows a levelling out in the reduction of slight casualties since 2006. There is also the risk of more pedestrian and cycle casualties with increasing levels of cycling and walking. In addition around 25% of casualties in Haringey occur on the TLRN so the Council cannot directly address these. We will therefore need to work in partnership with TfL to reduce total casualties Borough-wide.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Implementation of local safety schemes • Implementation of 20mph zones/DIY streets approach • Developing road safety education, training and publicity measures • Develop smarter travel measures for schools • Introduce road safety measures as part of the Major Scheme for Wood Green Town Centre • Work in partnership with the voluntary sector to target interventions at ethnic minorities who have disproportionately high numbers of casualties • Undertake cycle training to increase safe cycle usage
Key actions for local partners	Joint working within the Council to reduce casualties among ethnic minorities. Work with local police and Children and Young People's Service on initiatives to reduce casualties. As noted above many casualties occur on the TLRN and TfL has a key role in reducing casualties on these roads.
Principal risks and how	The key risks relate to the delivery of the projects

they will be managed	and programmes and increases in cycling, walking and motorcycling leading to greater accident levels. Effective project management can assist delivery and smarter travel initiatives and pedestrian and cycle training can contribute to reducing accident levels.
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Interim Milestones

Base 2004-2008	2011	2012	2013	2014
844	830	790	740	675

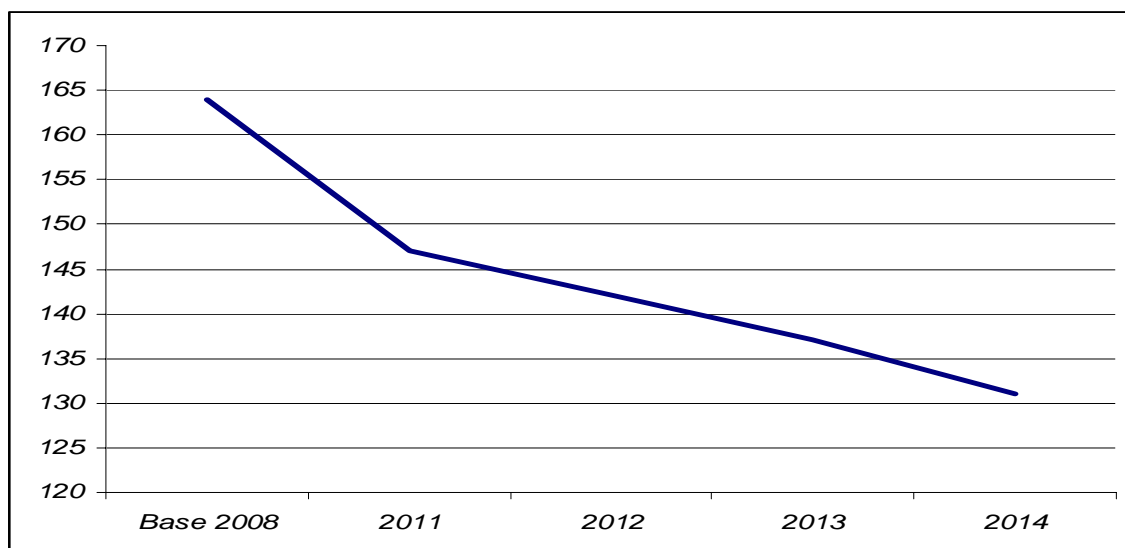


LIP Mandatory Target: Tonnes of CO2 emanating from ground based transport Reduce CO2 emissions	
Long term target	45.3% reduction in ground based transport CO2 emissions by 2020.
Short term target	16% reduction in CO2 emissions by 2013
Data source	GLA London Energy and Greenhouse Gas Inventory [LEGGI]
Link to LIP objectives	Obj. 7 and 11
Evidence that the target is realistic and ambitious	<p>Base year [2008] data shows 164 kilotonnes COs from ground based transport. Our interim target of 16% reduction by 2013 correspondences favourably with the Council's Carbon Management plan target of a 40% reduction in CO2 by 2020 from a 2005 base, which relates to all sources of CO2, including housing. The short and long term targets will be challenging to meet in the context of increasing population and employment within the Borough.. The Mayors target of a 60% reduction in London's CO2 by 2025, from a 1990 baseline, are expected to be predominately achieved from improved vehicle efficiency (based on EU policy targets for production of cleaner vehicles) and a significant increase in usage of low carbon vehicles. In order to achieve the 45.3% decrease in CO2 emissions in Haringey, a significant percentage of CO2 reductions will need to be achieved through TfL delivered measures, National and EU polices, which will be delivered in partnership with the borough, but are beyond the borough's direct influence through this LIP.</p> <p>To assist with delivering the CO2 reductions required through the LIP, the Council commissioned a study (in spring 2011) to analysis the impact of this LIP's delivery programme of interventions and polices for reducing CO2 emissions from transport in the borough by 2020. The final report will be completed in July 2011 and will provide:</p> <ul style="list-style-type: none"> • Impact assessment of LIP schemes and policies on total CO2 emissions by 2020. • Recommendations on priority CO2 reduction measures for the borough to achieve reductions targets. • Recommendations on most cost effective measures for delivering CO2 reductions.
Key actions for the Council	<p>Our key actions are:</p> <ul style="list-style-type: none"> • Implementing the projects and programmes to reduce car use such as environmental streets, Greenways cycle and pedestrian routes, local cycle routes, cycle training, car club expansion, Biking Borough initiatives,

	<p>cycle parking, smarter travel planning and major scheme for Wood Green town centre.</p> <ul style="list-style-type: none"> • Operating planning policies to reduce the need to travel and to encourage sustainable transport through provision of minimum cycle parking standards and maximum car parking standards and encourage the use of electric vehicles • Supporting the use of electric vehicles through the Council's travel plan and on and off street infrastructure provision
Key actions for local partners	<p>Smarter travel interventions require liaison with Children and Young Peoples Service and local schools; workplace travel plans to be promoted within sub regional partnership and developed by local businesses. Corporate working on staff travel plan would be part of the Council's actions. TfL delivered schemes, National Government and EU policy will deliver a significant percentage of CO2 reductions required to meet Haringey's and the Mayor's reduction targets.</p>
Principal risks and how they will be managed	<p>Key risks relate to the delivery of the projects and programmes in the Delivery Plan relating to Smarter Travel. Effective project management can assist delivery. Further take up of electric vehicles is dependent on better infrastructure but also depends on Government initiatives. Participation in a London-wide electric vehicle scheme can minimise the risk of a low take up.</p>

Interim Milestones

Base 2008	2011	2012	2013	2014
164 kilotonnes	147.44	142.3	137.34	131 kilotonnes



4.3 Local Targets

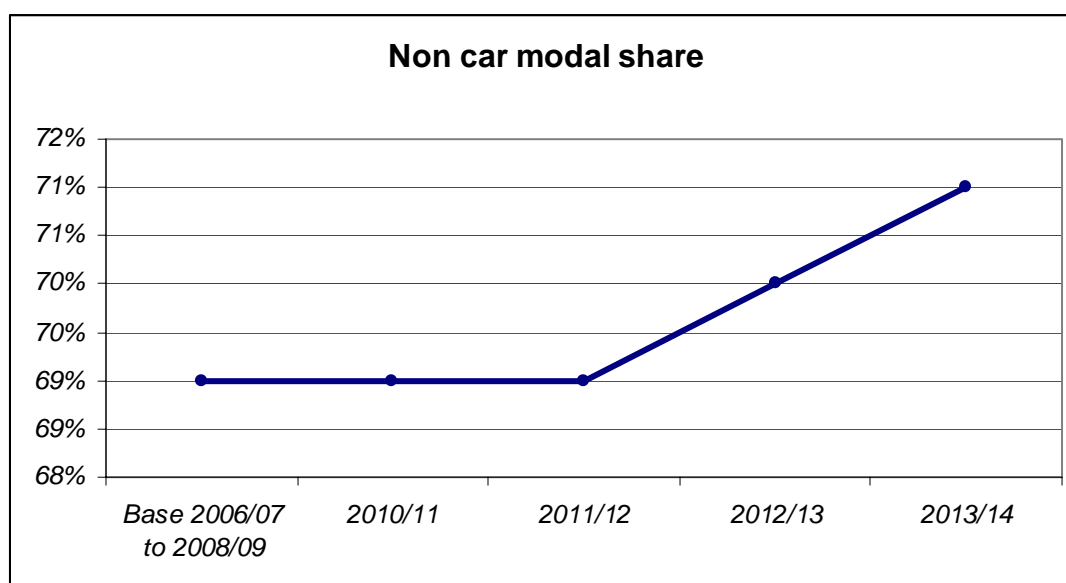
We have identified a number of local targets which will support and complement the mandatory targets as these reflect the Council's local priorities identified through the consultation on the Issues and Challenges and Better Place survey of local residents.

LIP Non-mandatory Target: Non-car mode share Proportion of travel by means other than the car by London residents where the trip origin is in Haringey.	
Long term target	75% mode share by 2030/31
Short term target	71% mode share by 2013/14
Data source	London Travel Demand Survey data provided by TfL
Link to LIP objectives	Obj. 2,3,4,6,7,8 and 10
Evidence that the target is realistic and ambitious	Over the period 2006-2009 69% of journeys by Haringey residents were by means other than the car. No overall data for our performance on non-car travel is available. TfL data shows that our proportion of travel by car [31%] puts the Council into the second quartile. However, this proportion by car is equal lowest in Outer London [with LB Newham] and is more in line with Inner London boroughs [4 Inner London boroughs have equal or higher proportion of residents travel by car]. Our target therefore reflects the characteristics of the Borough, the difficulty in making significant mode shift change from the private car, our regeneration aspirations for Tottenham Hale and Haringey Heartlands and our focus on smarter travel.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Encouraging more walking and cycling and enhance urban realm through the actions in the Delivery Plan including Greenways, Biking Borough programme, cycle training, local cycle routes and DIY streets • Support enhancements to bus services and service reliability through our Corridors/Neighbourhoods/Supporting measures programme and Major Scheme for Wood Green; • Support expansion of car club scheme to March 2011 and in future years and require additional car clubs as part of development planning. • Support delivery of 2 cycle superhighways – route 12 by March 2013 and route 1 by 2015 • Support Smarter Travel initiatives as described in the Delivery Plan

	<ul style="list-style-type: none"> Support restrictive car parking provision as part of development proposals including car free developments and on site provision of cycle parking
Key actions for local partners	Partners in NHS and Children's and Young Peoples Service have a key role in supporting smarter travel projects for residents and schools. Sub regional partnership for North London to manage workplace travel plans with local businesses. Corporate support for the Council's own staff travel plan. Work with developers to support additional car club bays.
Principal risks and how they will be managed	Support for regeneration of the Borough may lead to higher proportion of car travel than currently. Possible reductions in public transport services and reduction in investment by TfL on the underground network may adversely affect capacity of public transport to deliver sustainable development. The implementation of projects and programmes may not be line with our Delivery Plan. We will seek to manage traffic generation from new developments through operation of planning and parking policies to reduce car ownership. We will seek to ensure delivery of our projects by effective project management.

Interim Milestones

Base 2006/07 to 2008/09	2010/11	2011/12	2012/13	2013/14
69%	69%	69%	70%	71%

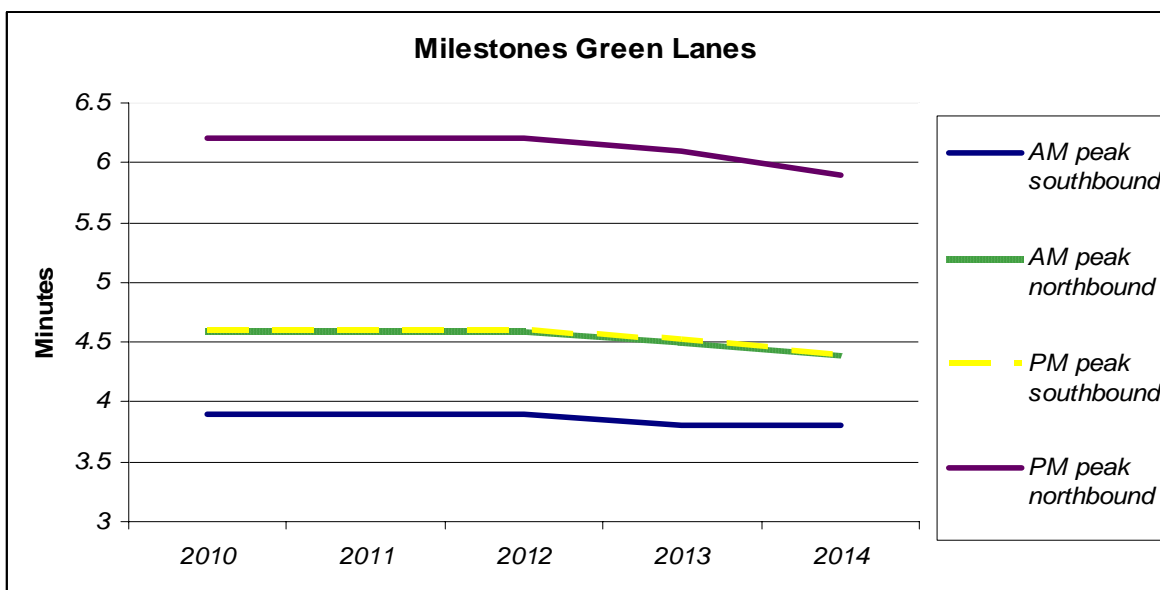


LIP Non-mandatory Target: Bus service reliability Journey times for High Frequency bus services for peak periods.	
Short term target	Reduced journey times for Wood Green High Road and Green Lanes by 5% by 2013/14
Data source	iBus data provided by TfL (for the month of March).
Link to LIP objectives	Obj. 2 and 5
Evidence that the target is realistic and ambitious	<p>Data from TfL (for March 2010) shows the following average actual run times for route 29 between Endymion Road and St Ann's Road for peak period in both directions:</p> <p>07.00 – 10.00 4.0 minutes southbound 07.00 – 10.00 4.6 minutes northbound 16.00 – 19.00 4.6 minutes southbound 16.00 – 19.00 6.2 minutes northbound</p> <p>Actual run times for route 141 on Wood Green High Road between Turnpike Lane and Lordship Lane for peak period in both directions:</p> <p>07.00 – 10.00 5.2 minutes southbound 07.00 – 10.00 5.2 minutes northbound 16.00 – 19.00 5.9 minutes southbound 16.00 – 19.00 7.4 minutes northbound</p>
Key actions for the Council	<p>We are seeking funding for a Major Scheme for Wood Green High Road and the surrounding area. This will focus on urban realm, improvements to bus service reliability, road safety improvements and better access by walking and cycling. Measures to reduce road user casualties and improvements to cycling and bus service reliability are proposed for a corridor scheme for Green Lanes between St Ann's Road and Endymion Road. General measures to support less use of the car would assist reliability eg travel planning, smarter travel, more walking and cycling through behavioural change and physical measures. Accessibility measures would assist buses servicing stops and reduce stop dwell times.</p>
Key actions for local partners	<p>Bus operators can support this target through better driver behaviour and contract management by TfL. TfL is a key partner as it is responsible for bus service planning including service frequency, routeing and bus fares.</p>
Principal risks and how they will be managed	<p>Key risks:</p> <ul style="list-style-type: none"> • reductions in service frequency, bus fare increases • increases in traffic volumes and thereby adding to bus delays • funding for a major scheme not coming forward

	<ul style="list-style-type: none"> • overall reduction in funding for measures to reduce car use arising from reduced capital allocations • As a Council we would seek to minimise service reductions and pursue our policies in the LIP to minimise the potential for additional traffic. If funding for a major scheme for Wood Green Town Centre were not to be forthcoming, we would consider single block funding for a less extensive scheme with lower overall benefits.
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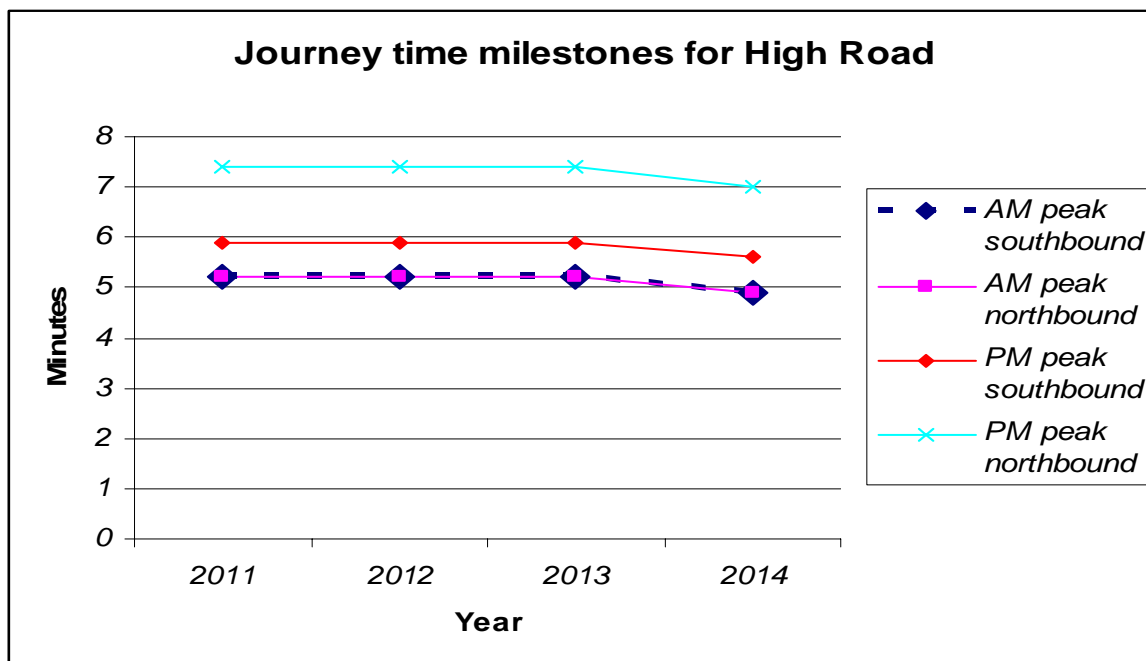
Milestones for Green Lanes

Base 2010	March 2011	March 2012	March 2013	March 2014
AM peak southbound	3.9	3.9	3.8	3.8 minutes
AM peak northbound	4.6	4.6	4.5	4.4 minutes
PM peak southbound	4.6	4.6	4.5	4.4 minutes
PM peak northbound	6.2	6.2	6.1	5.9 minutes



Milestones for High Road

Base 2010	March 2011	March 2012	March 2013	March 2014
AM peak southbound	5.2	5.2	5.2	4.9 minutes
AM peak northbound	5.2	5.2	5.2	4.9 minutes
PM peak southbound	5.9	5.9	5.9	5.6 minutes
PM peak northbound	7.4	7.4	7.4	7.0 minutes

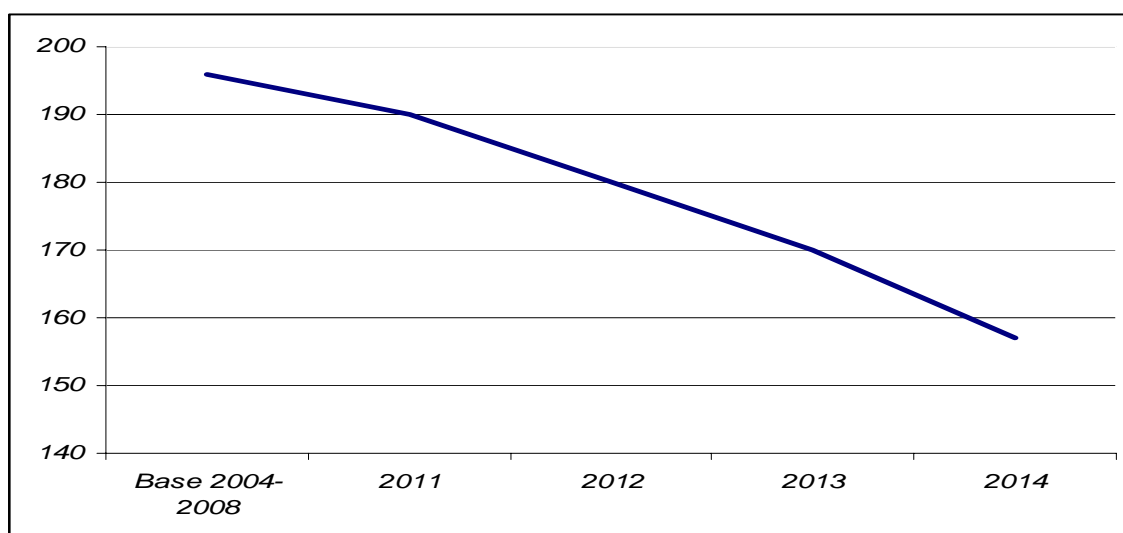


LIP Non-mandatory Target: Pedestrian traffic casualties	
Reduce the number of pedestrians injured	
Long term target	Reduce all casualties by 60% by 2031
Short term target	Reduce pedestrian casualties by 20% by 2013/14
Data source	Modal Policy Unit, Transport for London
Link to LIP objectives	Obj. 4
Evidence that the target is realistic and ambitious	There are 196 casualties for 2004-8 base. No targets have been set by the Government or Mayor for pedestrian casualty reduction nor are targets proposed. The target is based on an assumed 50% reduction in KSIs London-wide by 2017/18 with the target for 2013/14 based on a linear projection. However, as the severity of the casualty cannot be reduced our target is based on reducing overall casualties. Road safety casualty reduction programmes have been delivered over many years and it is increasingly difficult to make substantial reductions in the short term. Data for London shows a levelling out in the reduction of slight casualties since 2006. There is also the risk of more pedestrian and cycle casualties with increasing levels of cycling and walking. In addition around 25% of casualties in Haringey occur on the TLRN so the Council cannot directly address these. We will therefore need to work in partnership with TfL to reduce pedestrian casualties Borough-wide.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Implementation of local safety schemes • Implementation of 20mph zones/environmental streets approach • Developing road safety education, training

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

Interim Milestones

Base 2004-2008	2011	2012	2013	2014
196	190	180	170	157

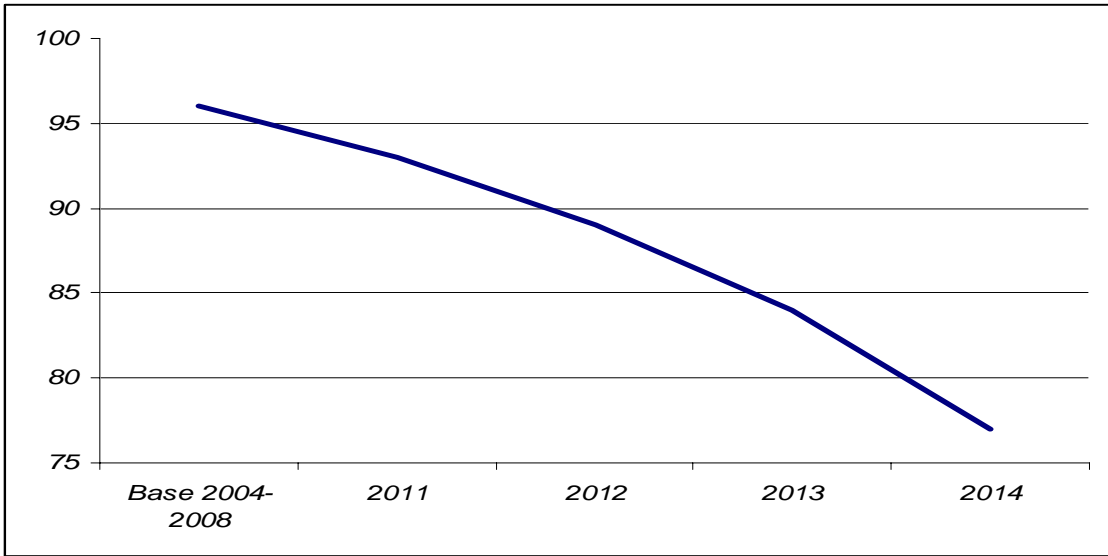


LIP Non-mandatory Target: Child traffic casualties	
Reduce the number of children injured	
Long term target	Reduce all casualties by 60% by 2031
Short term target	Reduce pedestrian casualties by 20% by 2013/14
Data source	Modal Policy Unit, Transport for London
Link to LIP objectives	Obj. 4
Evidence that the target is realistic and ambitious	There are 96 casualties for 2004-8 base for children aged 0-17. The target is based on an assumed 50% reduction in KSIs London-wide by 2017/18 with the target for 2013/14 based on a linear projection. However, as the severity of the casualty cannot be reduced our target is based on reducing overall casualties. Road safety casualty reduction programmes have been delivered over many years and it is increasingly difficult to make substantial reductions in the short term. Data for London shows a levelling out in the reduction of slight casualties since 2006. There is also the risk of more pedestrian and cycle casualties with increasing levels of cycling and walking. In addition around 25% of casualties in Haringey occur on the TLRN so the Council cannot directly address these. We will therefore need to work in partnership with TfL to reduce pedestrian casualties Borough-wide.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Implementation of local safety schemes • Implementation of 20mph zones/DIY streets approach • Developing road safety education, training and publicity measures • Develop smarter travel measures for schools • Introduce road safety measures as part of the Major Scheme for Wood Green Town Centre • Work in partnership with the voluntary sector to target interventions at ethnic minorities who have disproportionately high numbers of casualties • Undertake cycle training to increase safe cycle usage
Key actions for local partners	Joint working within the Council to reduce casualties among ethnic minorities. Work with local police and Children and Young People's Service on initiatives to reduce casualties. As noted above many casualties occur on the TLRN and TfL has a key role in reducing casualties on these roads.
Principal risks and how they will be managed	The key risks relate to the delivery of the projects and programmes and increases in cycling, walking

	and motorcycling leading to greater accident levels. Effective project management can assist delivery and smarter travel initiatives and pedestrian and cycle training can contribute to reducing accident levels.
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Interim Milestones

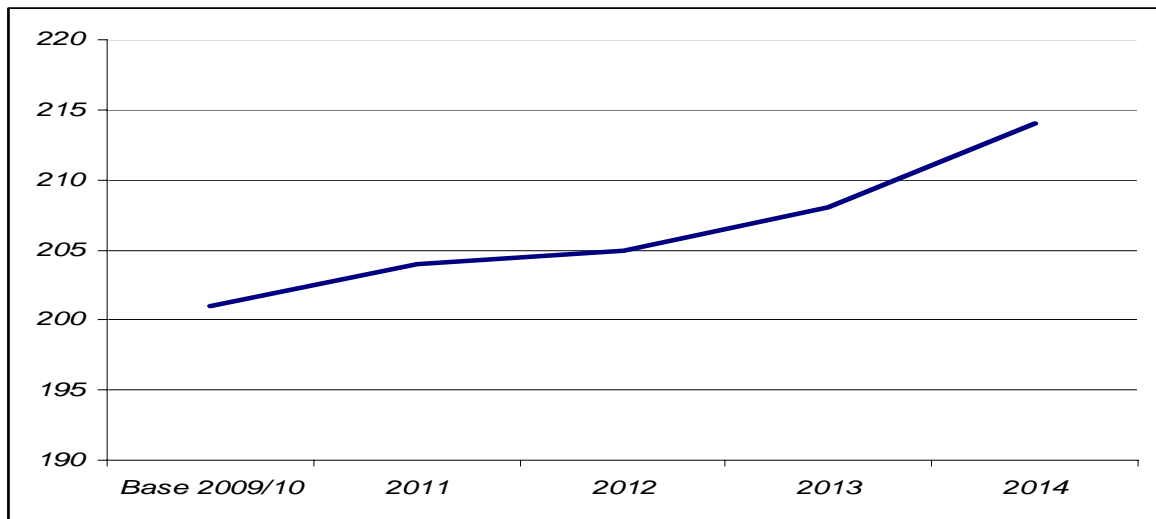
Base 2004-2008	2011	2012	2013	2014
96	93	89	84	77



LIP Non-mandatory Target: Accessible bus stops Number of accessible [DDA compliant] bus stops	
Long term target	100% of bus stops to be fully accessible by 2030/31
Short term target	50% of bus stops to be fully accessible by 2013/14
Data source	Transport for London Buses
Link to LIP objectives	Obj. 1
Evidence that the target is realistic and ambitious	47% or around 200 bus stops are currently accessible. As there is no longer a dedicated funding programme for the creation of accessible bus stops such works would need to be delivered through other programmes. The key programmes are for Neighbourhoods/Corridors and accessibility measures. In addition development of the major scheme for Wood Green offers the potential for fully accessible stops within the town centre.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Development of corridors/neighbourhood projects to include creation of accessible bus stops • Consider the potential for accessible bus stops as part of principal road reconstruction • Focus accessibility work towards bus stops and accessible crossing points
Key actions for local partners	Joint working with TfL to consider the priorities for accessible bus stops based on usage of individual bus stops. TfL has a role as highway authority for the TLRN and we will want to work with TfL on targeting bus stops on the TLRN for accessibility work.
Principal risks and how they will be managed	The key risks relate to the delivery of the projects and programmes and reduced funding for Neighbourhoods/Corridors over the next 3 years. We will take into account bus stop accessibility in developing our Neighbourhoods/Corridors programme.

Interim Milestones

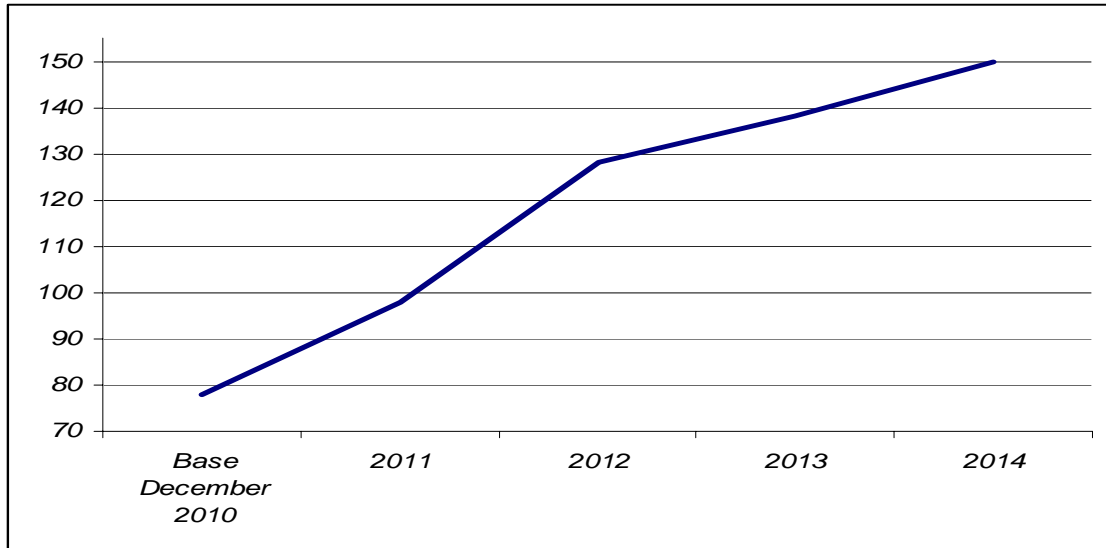
Base 2009/10	2010/1	2011/2	2012/13	2013/14
201	204	205	208	214



LIP Non-mandatory Target: Car club bays	
Number of car club bays	
Short term target	150 car club bays by 2014
Data source	Council data
Link to LIP objectives	Obj. 2, 7 and 11
Evidence that the target is realistic and ambitious	As at December 2010 there are 78 on and off-street car club bays. We are planning, with our contractor, to expand the programme to provide an additional 20 bays by 2011 and a further 30 bays by March 2012. However, the programme is dependent on take up and commercial viability of additional bays. The programme is dependent on funding being dedicated by TfL.
Key actions for the Council	Our key actions are: <ul style="list-style-type: none"> • Develop a programme of on-street car club bays in liaison with our contractor • Require the provision of car club bays either off-street or on-street as part of development planning process • Review progress of car club contract
Key actions for local partners	Our contractor would purchase appropriate car club cars including consideration of hybrid or electric cars
Principal risks and how they will be managed	The key risks relate to funding for the contractor to purchase cars and restrictions on dedicated TfL funding for car club bays. The latter can be mitigated by reallocating funding in future years. The low take up for particular car club bays would be mitigated by targeting the provision at areas offering the greatest potential for new membership uptake.

Interim Milestones

Base December 2010	2011	2012	2013	2014
78	98	128	138	150



4.4 Monitoring Progress

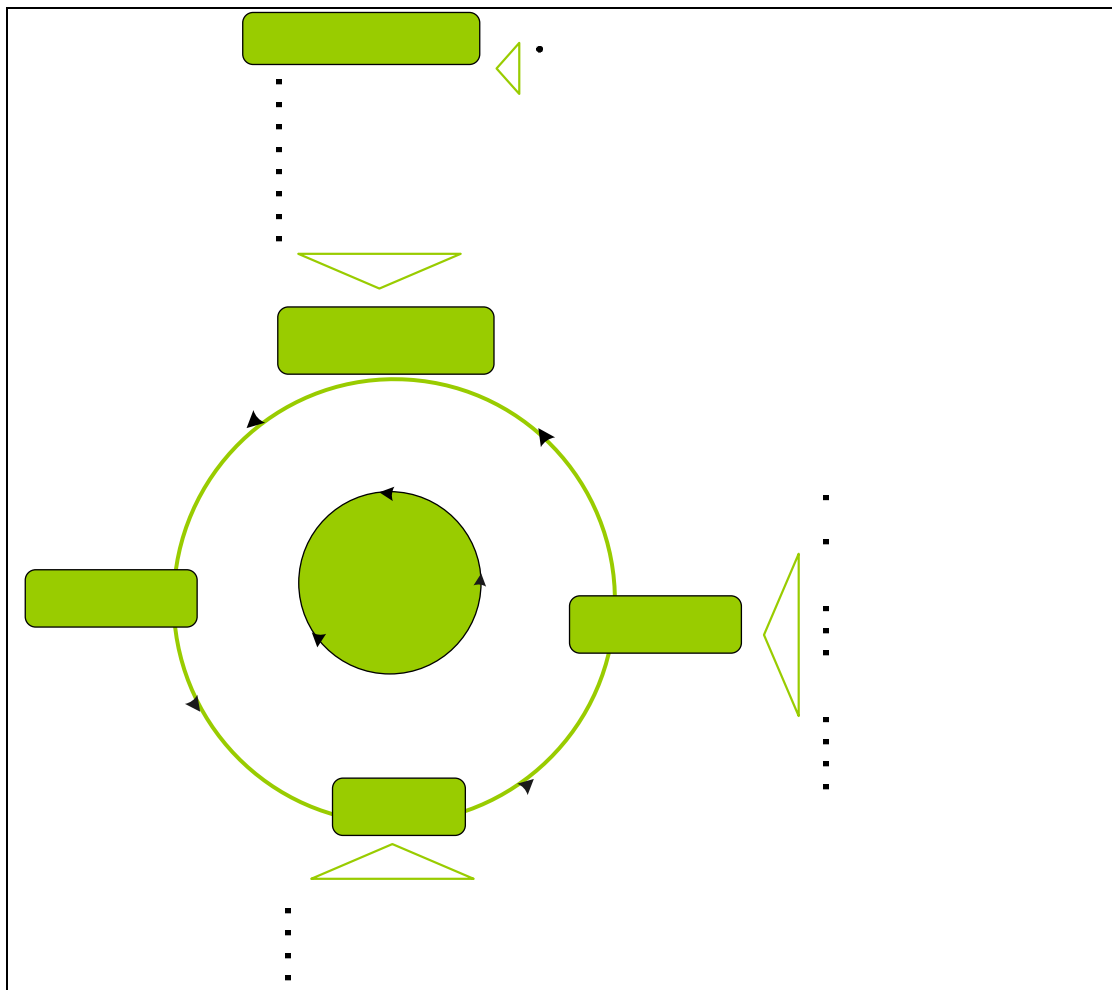
Programme monitoring

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

Progress will also be monitored through the Three year Impact Report due to be prepared in 2014. This will set out our spend and implementation of LIP programmes and projects and progress against mandatory and non-mandatory targets.

The Council's performance across a wide range of indicators is regularly monitored by the Corporate Policy and Performance Team. Its overall approach to performance management and this fits in with the MTS, Sub regional transport plan and delivery of the LIP is shown in Figure 4.1

Figure 4.1. The Council's approach to performance and strategy management.



Locally specific targets for mandatory indicators (PROFORMA B)

Borough: **Haringey**

Core indicator	Definition	Year type	Units	Base year	Base years average value	Target year	Target year value	Trajectory data				Data source
								2010/11	2011/12	2012/13	2013/14	
Mode share of residents	% of trips by walking	Financial	%	2006/07-2008/09	31.30%	2013/14	32%	2010/11	2011/12	2012/13	2013/14	LTDS (travel survey) provided by TfL
								31.3	31.5	31.8	32	
Mode share of residents	% of trips by cycling / no of trips	Financial	%	2006/07-2008/09	1.70%	2013/14	3%	2010/11	2011/12	2012/13	2013/14	LTDS
								1.8	2	2.5	3	
Bus service reliability	Excess wait time in mins	Financial	Mins	2009/10	1.2	2013/14	1.2	2010/11	2011/12	2012/13	2013/14	Quality Service Indicators (QSI) provided by TfL
								1.2	1.2	1.2	1.2	
Asset condition - principal roads	% UKPMS score of >70	Financial	%	2009/2010	7%	2013/14	7%	2010/11	2011/12	2012/13	2013/14	DVI data collected by LB Haringey and Fulham
								7	7	7	7	
Road traffic casualties	Total number of people killed or seriously injured	Financial	Number	2004-2008	100	2013/14	80	2010/11	2011/12	2012/13	2013/14	Modal Unit, TfL
								95	90	85	80	
Road traffic casualties	Total of all casualties	Financial	Number	2004-2008	844	2013/14	675	2010	2011	2012	2013	Modal Unit, TfL
								830	790	740	675	
CO2 emissions	CO2 emissions	Financial	Tonnes/yea	2008	164	2013/14	131	2010	2011	2012	2013	GLA's

			r					147	142	137	131	Energy Greenh Gas Er Invento (LEGG
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Additional (non-mandatory) local targets

Local indicator	Definition	Year type	Units	Base year	Base year value	Target year	Target year value	Trajectory data				Data source
								2010/11	2011/12	2012/13	2013/14	
Non-car mode share	Proportion of travel by means other than the car by London residents where the trip origin is in Haringey	Financial	%	2006/07-2008/09	69	2013/14	71	69	69	70	71	LTDS
Bus service reliability	Reduced journey times for high frequency bus services for peak periods (for routes along Wood Green High Road and Green Lanes). Route 29 between Endymion Road and St. Ann's Road (for AM & PM peak period)	Calendar	Mins	2010	AM peak Southbound: 4.0 mins	2014	3.8	2011	2012	2013	2014	iBus data by TfL
					3.9			3.9	3.8	3.8		
		Calendar	Mins	2010	AM peak Northbound: 4.6 mins	2014	4.4	2011	2012	2013	2014	
					4.6			4.6	4.5	4.4		
Calendar	Mins	2010	PM peak Southbound: 4.6 mins	2014	4.4	2011	2012	2013	2014			
			4.6			4.6	4.5	4.4				
Calendar	Mins	2010	PM peak Northbound: 6.2 mins	2014	5.9	2011	2012	2013	2014			
			6.2			6.2	6.1	5.9				
Pedestrian traffic casualties	Reduce number of pedestrians injured	Financial	Number	2004-08	196	2013-14	157	2011	2012	2013	2014	Modal TfL
								190	180	170	157	
Child traffic casualties	Reduce the number of children injured	Financial	Number	2004-08	96	2013-2014	77	2011	2012	2013	2014	Modal TfL
								93	89	84	77	

Accessible bus stops	Number of accessible [DDA compliant] bus stops	Financial	Number	2009/10	201	2013-2014	214
Car club bays	Number of car club bays	Calendar	Number	2010	78	2014	150

2011	2012	2013	2014
204	205	208	214
2011	2012	2013	2014
98	128	138	150

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APPENDIX A:

Equalities Impact Assessment (EQIA)

Haringey Council

Equalities Impact Assessment (EQIA)

Local Implementation Plan

August 2010

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1.0 Introduction

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

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

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

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

- Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network.
- Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.
- Minimise the effects of unpredictable events arising from climate change on the transport network

1.1 Purpose of an EQIA

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

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

1.2 Extent of the EQIA

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

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

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

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

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

2.0 Demographic Context

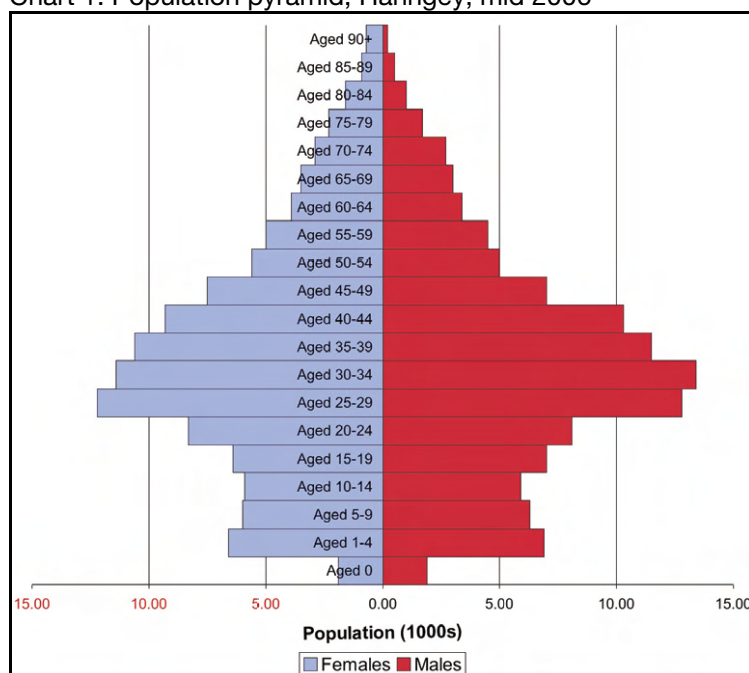
In order to understand the potential equalities impact that Haringey Borough Council's Local implementation Plan will have on the borough, it is necessary to identify its current demographic composition. The present estimated population is 228,800; within an area of approximately 30 square kilometres. This gives a population density of 7,600 people per square Kilometre. Haringey's population has grown by 8.4% since 1991 and is projected to reach in excess of 260,000 by 2026, representing a growth rate of 15%. Approximately 30% of Haringey's population live within the Central and Eastern areas of the borough, which are classified as being within the most 10% deprived areas of the United Kingdom.

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

2.1 Age

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

Chart 1: Population pyramid, Haringey, mid 2006



Source: MYE 2006, ONS.

2.2 Disability

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

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

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

2.3 Gender

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

Table 1: Distribution of males and females in the borough

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

2.4 Race

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

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

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

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

2.5 Religion, belief or non-belief

The most recent figures relating to religion are drawn from the 2001 census; it concluded that 50.1% of residents identified themselves as Christian. This is lower than the London average of 58.2% and significantly below the England and Wales average of 71.7%. The second most popular category was no belief, accounting for 20% of the borough, higher than both the London (15.8%) and, England and Wales average (14.8%). Muslim is the third largest religious group in Haringey, making up 11.8% of respondents, greater than London (8.5%) and, England and Wales (3%). The remainder of the community is made up of; Jewish (2.6%), Hindu (2.1%), Buddhist (1.1), Sikh (0.3%) and other (0.5%). Haringey is the 12th most religiously diverse borough in England and Wales, and the 11th most diverse of the 33 London boroughs. Different religious groups are relatively well distributed throughout Haringey's wards. The highest concentration of Christians is in White Hart Lane (56.88%); the greatest concentration of no belief is in Stroud Green (32.67%). Tottenham Hale has the largest Muslim community with 16.74% of residents identifying it as their religion. Seven Sisters has the largest number of Jewish residents, and Bounds Green the largest share of Hindus.

2.6 Sexual Orientation

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

3.0 Consideration of available equalities groups monitoring data

3.1 Mode

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

A Scrutiny Review of Sustainable Transport in Haringey was carried out in 2009. A major concern was the provision of door-to-door travel for the elderly and disabled. This was based on concerns that the current services are unreliable. Present door-to-door services include; dial a ride, taxicard community transport and hospital transport. Other issues raised included; footway condition and lighting, this was particularly a worry of the

elderly. These groups also raised concerns over accessibility to rail, tube and bus services. It was recommended that improvements be made to bus time tables in order to improve safety.

As part of its commitment to reduce private car ownership in Haringey, the council has introduced a car club scheme, which is operated by Streetcar, a subsidiary of Zipcar UK Ltd. Streetcar aims to make their service as inclusive as possible; any disabled driver that registers for the service receives two complementary memberships for their partner or carers. All Streetcar locations are placed in areas that provide excellent disabled access. In addition five percent of their fleet has automatic transmission, with two automatic vehicles based in Haringey. Furthermore, Streetcar has taken steps to provide specialist equipment for disabled drivers; their contractors Lynx Controls can fit temporary hand controls to a vehicle with 24 hours notice.

3.2 Casualties

Despite there being an almost 50/50 split of males and females in the borough, men are over represented in the STATS 19 accident data. In general males make up a higher proportion of fatal accidents than females (chart 2); although in 2007 and 2009 they were equal with two and three fatalities respectively. Although due to the small sample size caution should be exercised in making generalisations. In all years 2005 to 2009 a greater number of males were classed as serious casualties (table 2). In many years approximately 50% more men were seriously injured than women, in 2009 this gap narrowed with 51 serious male casualties and 41 female. Once again, when considering slight casualties men are significantly over represented compared with women.

Chart: 2 All casualties in Haringey compared to gender

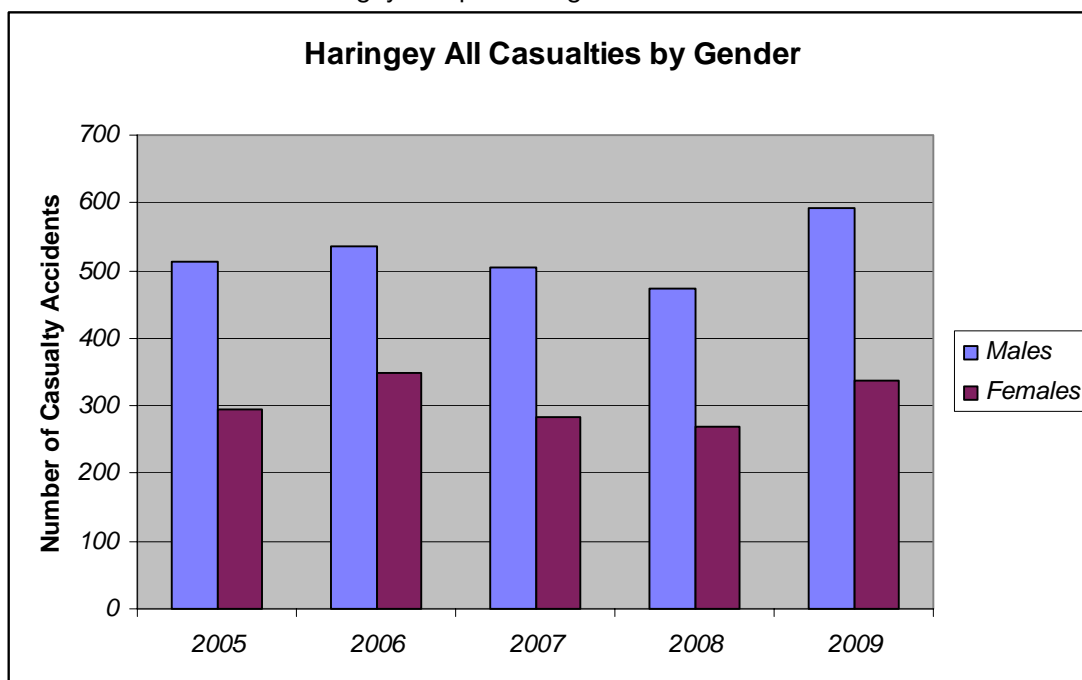
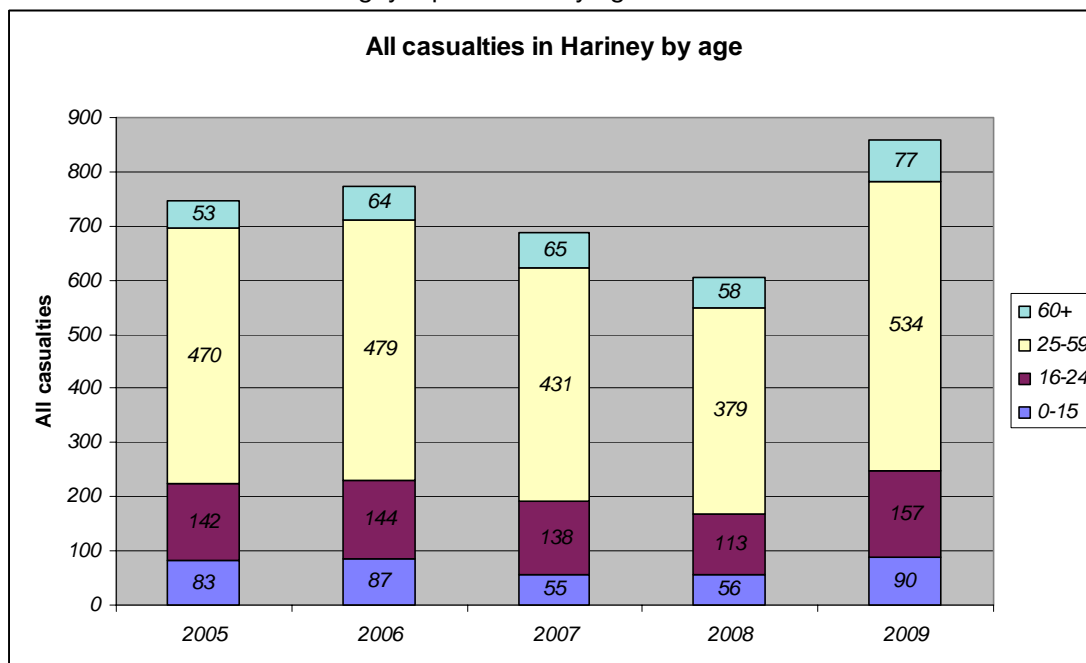


Table 2: All casualty accidents in Haringey 2005 – 2007 by gender and severity

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

The proportion of different age groups involved in casualty accidents in the borough has remained relatively stable over the last five years. Those aged 0-15 made up 7-10%, 16-24 accounted for 15-18%, 25-59 were the largest proportion between 51-58% and the over 60s made up 7-8% of casualties (chart 3).

Chart 3: All casualties in Haringey represented by age

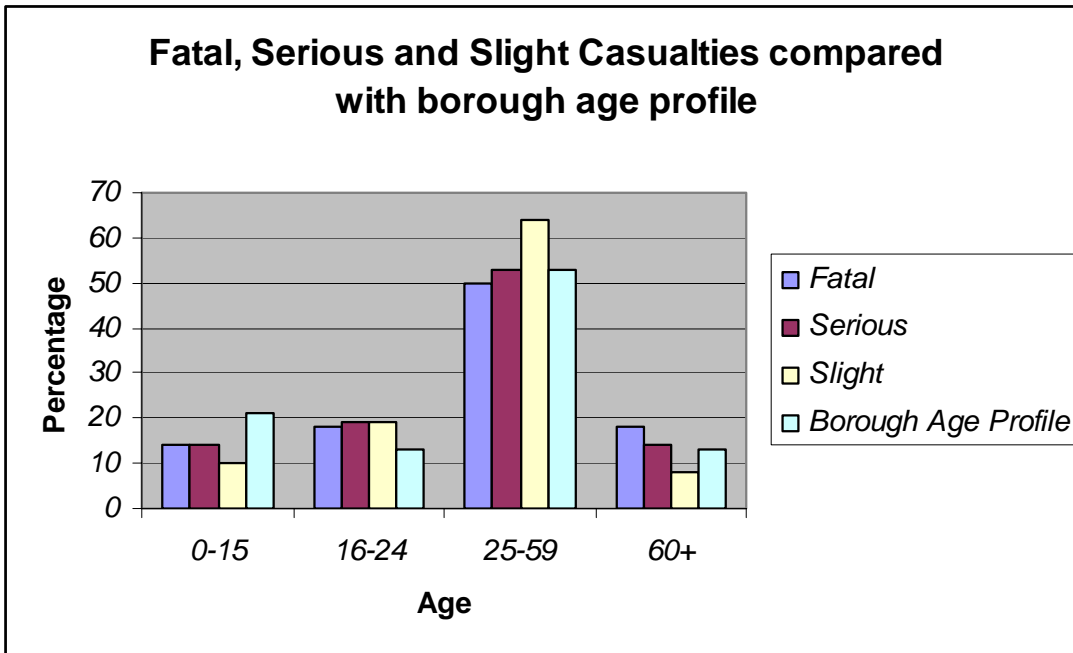


During the period 2005 to 2009; those in the age group 0-15 made up 14% of all fatal casualty accidents. Compared with 18% for 16 to 24, 50% for 25-59 and 18% for the over 60s. Serious casualties were made up of a similar age profile; 14% were aged 0-15, 19% 16-24, 53% 25-59 and 14% were aged 60+. The profile for slight casualties is slightly different; with 10% aged 0-15, 19% 16-24, 64% 25-59 and 8% aged over 60 (chart 4).

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

significantly more likely to be involved in a slight injury accident. Worryingly the over 60 age group has a greater than expected share of fatal accidents, although they receive a lower proportion of slight injuries.

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



There was some variation in casualty's ethnicity between 2005 and 2009 (chart 5). White casualties made up between 19% and 29% of all those injured, with an average of 25.4%. The Dark European category accounted for 10-18% of casualties, with an average of 13.6%. Between 13% and 19% of those injured were Afro-Caribbean. The smallest categories were Asian, Oriental and Arab; accounting for 2-6%, 0.5-1% and 0.1-1% respectively. Unfortunately, for a high percentage of casualties their ethnicity was either unknown or not recorded. In 2009 a report concluded that Black people were found to be disproportionately represented in traffic accident statistics and this has led to the work that we have done in the last few years with different ethnic groups.

Chart 5: All casualties in Haringey represented by ethnicity

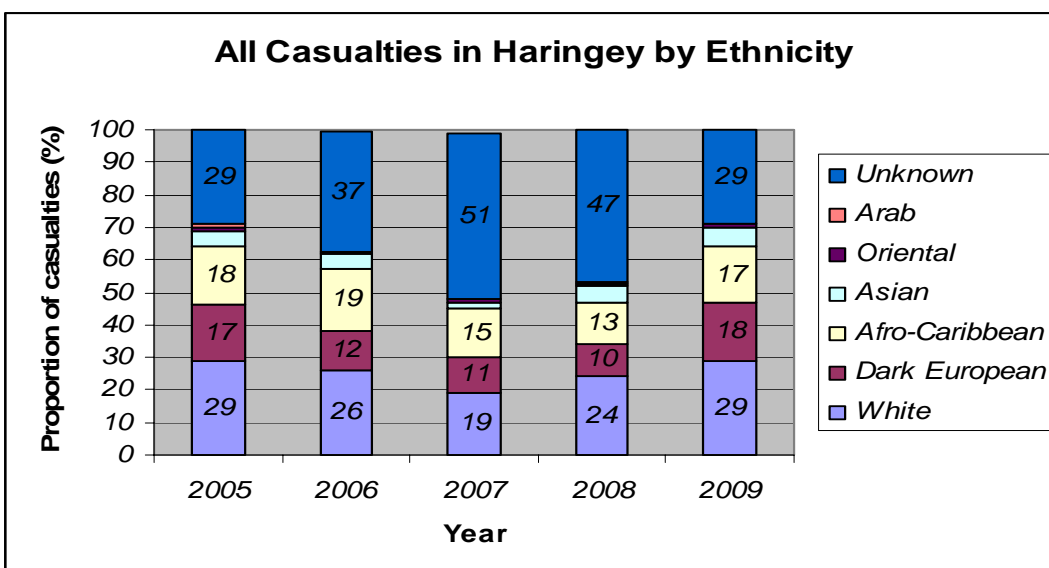


Table 3: All casualties in Haringey, represented by ethnicity and severity

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

3.3 Barriers

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

4.0 Assessment of Potential Impacts of LIP Objectives on Equality Strands

LIP Objective	Age	Disability	Gender	Ethnicity	Religion/ Belief	Sexual Orientation	Commentary
Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough.	P	P	P	P	P	P	This objective will benefit all members of the community.
Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.	P	N Some modes of sustainable transport may be unsuitable for certain disability groups.	P	P	P	P	Measures to reduce congestion will benefit all members of society. Although it should be remembered that sustainable modes are less accessible for some groups.
Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents.	P	P	A Women may have security concerns when walking and cycling; particularly at night.	P Those of Black and Asian ethnicity are important target groups.	P	P	Reducing perceived fear of crime will encourage the use of sustainable transport for all groups. Although some groups may have safety

							concerns.
Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.	P The young and old have been identified as particularly at risk of being killed or injured on Haringey's roads.	P	P Male residents have been identified as particularly at risk of being killed or injured on Haringey's roads.	P	P	P	This objective will benefit all members of the community. With particular emphasis on those that have been identified as at risk.
Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale.	P	P	P	P	P	P	All residents of the borough will benefit as increased access to employment will reduce deprivation.
Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives.	P The young and old are traditionally at risk from emissions. Therefore this policy will benefit them.	P This objective will particularly benefit those with respiratory problems.	P	P	P	P	Reducing Co2 emissions will benefit all members of society. It is also an aim of the Mayor's transport strategy.
Reduce crime, the fear of crime and anti-social behaviour on	P	P	P	P	P	P	Reducing the fear of crime will encourage all members of society to

all modes of transport and in the public realm in Haringey.							utilise sustainable modes.
Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.	P The young and old are traditionally at risk from emissions. Therefore this policy will benefit them.	P This objective will particularly benefit those with respiratory problems	P	P	P	P	This objective will benefit all members of the community. Especially those at risk from pollutant emissions.
Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network.	P Improved safety for the elderly who may have mobility issues.	P Improving road and footway condition will have positive impacts for those with visual and mobility impairments.	P	P	P	P	Improving the condition of the highway and footways will benefit all members of society. As well as those likely to have reduced mobility.
Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.	P	P	P	P	P	P	This objective will benefit all members of the community
Minimise the effects of	P	P	P	P	P	P	This objective will benefit all

unpredictable events arising from climate change on the transport network.						members of the community
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P = Positive impact

N = Neutral impact

A = Adverse impact

5.0 Assessment of Potential Impacts of LIP Programme on Equality Strands

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

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

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

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

<p>demand.</p> <ul style="list-style-type: none"> • Maintain sustainable travel behaviour of secondary school children. • Road safety and accident prevention education, training and awareness. <p>2 full time School Travel Plan advisor posts</p> <p>Monitoring and Evaluation This is used to support schools with re-writing Travel Plans and reviewing them. This includes staff cover for all schools (we take into account all our schools as they now have approved STP's), INSET or workshops, and additional resources to support the schools.</p> <p>Smarter Travel News Letter Newsletters to be produced by Road Safety and School Travel Team. To include news and information about Road Safety and School Travel projects and to be aimed to Children and Teaching Staff. One newsletter will be dedicated to primary schools and the other to secondary schools.</p> <p>Signs/Lines Replacement and Minor Works To be allocated to schools requesting small measures such as installing lines and signage outside the school building. Also to cover small engineering schemes such as kerb realignment and footway resurfacing.</p>							
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<p>Small Grants Scheme To be allocated to school requiring funding to implement measures set out in their School Travel Plan action plan.</p> <p>Walk to School Week – October and May Funding to promote Walk to School Week in May and October</p> <p>Walk on Wednesday A scheme to promote and reward pupils that walk to school. This should also include Road Safety Education to complement the scheme.</p> <p>Transition Project – Upgrade Funding for year 5 of the Transition pack Scheme aimed at year 6 (key stage 2)</p> <p>National Bike Week Increase in number cycle journeys to and from school to support events such as the Wheely Great Treasure Hunt and National bike Week Competitions.</p> <p>Theatre in Education Influencing behaviour change through theatre performances and workshops.</p> <p>Film project A film project to follow on from Busology to promote good behaviour on public transport. This should complement Key Stage 3 and 4 national curriculum programmes.</p> <p>Targeted Schools To work with schools that have high car usage or</p>							
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located in specific locations, which tie in with existing neighbourhood schemes.							
Sub regional workplace travel planning. Borough contribution to NLTF for workplace travel planning post.	P	P	P	P	P	P	The aims of workplace travel plans have wide ranging benefits.
Travel awareness- Sustainable transport/efficient car usage promotional activities & merchandise for events inc Green Lanes Festival (biennial), Green Fair, Lordship Rec Festival, St. Anne's Hospital and other community events. Inc. doctor bike sessions and support for community projects.	P	P	P	P	P	P	The environmental and social effects of sustainable travel will benefit all.
Accessibility scheme	P	P	N	N	N	N	This scheme is primarily aimed at the elderly and disabled.
Local transport projects – Innovative community projects to encourage sustainable/ carbon efficient travel behaviour.	P	P	P	P	P	P	The environmental and social effects of sustainable travel will benefit all.
Maintenance							
Principal road	P Improved highway condition particularly benefits the young and old.	P Those with mobility and visual impairments will gain from improved highway condition.	P	P	P	P	Improved highway condition will benefit all, especially vulnerable members of society.
Bridges	P	P	P	P	P	P	Improved network condition will benefit all,

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

P = Positive impact

N = Neutral impact

A = Adverse impact

6.0 Consultation

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

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

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

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

The following questions have been used in guiding consultation:

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

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

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

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

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

- Use plain English and be jargon-free;
- Convey specialist information in as simple a format as possible. For example, there will be occasions when documents need to include detailed statistics or specialised information. Such material should be translated into a format which enables non-experts to engage with the process;
- Include an executive summary;
- Offer the text in languages other than English and in disability-friendly formats (for example, Braille, audio-tape, large type, etc.);
- Be relayed in newspapers, magazines and other material that is likely to be read by participants. This would include minority language publications and magazines published by the voluntary sector;

- Depending on the targeted audience, the documentation could be accompanied by alternative formats other than print (for example, videos, role-play formats) and advice on possible discussion formats;
- Where appropriate, include specific questions or issues for discussion with particular target audiences. For example, people who have certain disabilities may not find written communication effective; and
- Personal/individual communication may be needed and should not be seen as something extraordinary, when trying to include people who otherwise could not take part.

6.1 Future consultation

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

- Haringey Mobility Forum
 - The Council has had a Mobility Forum for several years which meets to consider mobility issues for people with limited mobility and this included disabled and elderly people. Although the intention was that this group would also cover parents with young children and young people, it never managed to attract representation from these groups. This group has now been amalgamated into the Transport Forum which was established in 2009. Part of the Transport Forum's role is to act as a consultative forum on transport issues. However, representation at the Transport Forum so far has not been representative of Haringey's diverse population.
- Haringey Woman's Forum
 - Haringey Woman's Forum (HWF) is made up of a small number of paid staff and a larger membership of volunteers. It aims to promote the welfare and needs of women within the Haringey community. This is achieved by conducting consultation exercises and relaying the results to the council.
- Haringey Race and Equality Council
 - Haringey Race and Equality Council is an independent equality body in the Borough of Haringey. Their primary aim is to promote race equality. Recently they have expanded their services to include disability.
- Haringey Lesbian, Gay, Bisexual and Trans-Gender Network (LGBT)
 - Haringey LGBT Network aims to improve the lives of Lesbian, Gay, Bisexual and Transgendered people living, working, learning or socialising in Haringey.
- Age Concern Haringey
 - Age Concern Haringey aims to promote the rights of older people in the community and provide a range of services and support to improve their quality of life.
- Haringey Forum for Older People
 - Haringey Forum for Older People (HFOP) was formed in 2002 and has a membership of around 500. They meet three to four times a year to discuss

matters that concern older people in Haringey; allowing them to influence how services are delivered. Transport is of particular interest to its members.

6.2 Monitoring arrangements

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

7.0 Conclusion

The EQIA process has highlighted that Haringey is a very diverse borough with a wide range of races, religions, disability and socio economic groups. It is clear that the council faces challenges presented by a growing, aging population and catering for the needs of all residents in the borough. A particular barrier to completing this assessment was a lack of monitoring data relating to the use of transport by equalities groups in Haringey. A key recommendation from this assessment is the need for more detailed monitoring data to be collected for all EQIA groups regarding modal share and travel habits. This will be incorporated into the performance monitoring plan for the LIP.

It is considered that very few negative outcomes will stem from the LIP objectives or LIP programme of investment, with the majority being positive. The LIP objective of encouraging greater uptake of walking and cycling may have some negative impacts for women, who may have personal safety concerns. Some objectives and schemes are not applicable to certain groups as they are targeted to a specific audience, therefore they will have a neutral outcome. This in itself should not be considered a negative conclusion.

This report is included in the statutory consultation process of the LIP document. Once consultation is complete, the EQIA will be developed as necessary.

**APPENDIX B:
LIP STRATEGIC ENVIRONMENTAL ASSESSMENT**

London Borough of Haringey
Second Local Implementation Plan (LIP2)
Strategic Environmental Assessment
Environmental Report
October 2010

London Borough of Haringey Second Local Implementation Plan (LIP2)

Strategic Environmental Assessment Environmental Report

October 2010

Notice

This document and its contents have been prepared and are intended solely for London Borough of Haringey's information and use in relation to the Second Local Implementation Plan SEA Scoping Report.

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Glossary of Terms

Term	Meaning / Definition
Baseline	A description of the present and future state of an area, in the absence of any plan, taking into account changes resulting from natural events and from other human activities.
Consultation Body	An authority which because of its environmental responsibilities is likely to be concerned by the effects of implementing plans and programmes and must be consulted under the SEA Directive. The Consultation Bodies, designated in the SEA Regulations are English Heritage, Natural England and the Environment Agency.
Environmental appraisal	A form of environmental assessment used in the UK (primarily for development plans) since the early 1990s, supported by 'Environmental Appraisal of Development Plans: A Good Practice Guide' (DoE, 1993); more recently superseded by sustainability appraisal. Some aspects of environmental appraisal foreshadow the requirements of the SEA Directive.
Environmental assessment	Generically, a method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level "strategy" (a policy, plan or programme), with the aim of taking account of these effects in decision-making. The term "Environmental Impact Assessment" (EIA) is used, as in European Directive 337/85/EEC, for assessments of projects. In the SEA Directive, an environmental assessment means "the preparation of an environmental report, the carrying out of consultations, the taking into account of the environmental report and the results of the consultations in decision-making and the provision of information on the decision", in accordance with the Directive's requirements.
Environmental Report	Document required by the SEA Directive as part of an environmental assessment, which identifies, describes and appraises the likely significant effects on the environment of implementing a plan or programme.
Health Impact Assessment	'A combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population' ¹ .
Home Zone	Home Zones aim to improve the quality of life in residential roads by making them places for people, instead of just being thoroughfares for vehicles. The key elements to a Home Zone are: community involvement to encourage a change in user behaviour; and for the road to be designed in such a way as to allow it to be used for a range of activities and to encourage very slow vehicle speeds (usually involving sensitively designed traffic calming).
Indicator	A measure of variables over time, often used to measure achievement of objectives.

¹ World Health Organization. Gothenburg consensus paper. Health Impact Assessment: Main concepts and suggested approach (<http://www.who.dk/document/PAE/Gothenburgpaper.pdf>, accessed 15/08/06). Brussels: WHO European Centre for Health Policy, 1999.

Term	Meaning / Definition
Mitigation	Measures to avoid, reduce or offset significant adverse effects.
Responsible Authority	In the SEA Regulations, means an organisation which prepares a plan or programme subject to the SEA Directive and is responsible for the SEA.
Scoping	The process of deciding the scope and level of detail of an SEA, including the environmental effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the Environmental Report.
Significant effect	Effects which are significant in the context of the plan. (Appendix II of the SEA Directive gives criteria for determining the likely environmental significance of effects).

Acronyms

Acronym	Meaning / Definition
AQMA	Air Quality Management Area
AMR	Annual Monitoring Report
BAP	Biodiversity Action Plan
BVPI	Best Value Performance Indicator
CLG	Communities and Local Government
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
DaSTS	Delivering a Sustainable Transport Strategy
dB(A) Leq	Leq is a symbol that represents "Equivalent Continuous Noise Level". The result is expressed in dB(A), which gives a reasonable approximation of the human perception of loudness.
DCMS	Department for Culture, Media and Sport
DDA	Disability Discrimination Acts
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DH	Department of Health
DPD	Development Plan Document
EEC	European Economic Community
EHO	Environmental Health Officer
EIA	Environmental Impact Assessment
EqIA	Equality Impact Assessment
ER	Environmental Report
ETP	Education, Training and Publicity
EU	European Union
GHG	Greenhouse Gases
GIS	Geographic Information System
GLA	Greater London Authority
HA	Highways Agency
HIA	Health Impact Assessment
HRA	Habitats Regulation Assessment
IMD	Indices of Multiple Deprivation
KSI	Killed or Seriously Injured (road safety)
LBAP	Local Biodiversity Action Plan
LDF	Local Development Framework
LIP	Local Implementation Plan
LNR	Local Nature Reserve

LSOA	Lower Layer Super Output Area
LTP	Local Transport Plan
MRC	Medical Research Council
MTS	Mayor's Transport Strategy
NATA	New Approach to Appraisal
NI	National Indicator
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides. Nitric oxide (NO) and nitrogen dioxide (NO ₂) are together commonly referred to as NO _x
NNR	National Nature Reserve
ODPM	Office of the Deputy Prime Minister (now CLG)
ONS	Office for National Statistics
PCT	Primary Care Trust
PDL	Previously Developed Land
PM	Particulate Matter
PM ₁₀	Particulate Matter < 10µm
PPPs	Policies, Plans and Programmes
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PSA	Public Service Agreement
RIGGS	Regionally Important Geological and Geomorphological Sites
RoWIP	Rights of Way Improvement Plan
RQO	River Quality Objective
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SCOOT	Split Cycle Offset Optimisation Technique
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SPZ	Source Protection Zones
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Drainage Systems
TAG	Transport Analysis Guidance
TAMP	Transport Assessment Management Plan
TaSTS	Towards a Sustainable Transport System
TfL	Transport for London
UK	United Kingdom
UN	United Nations
UNESCO	United Nations Educational, Scientific and Cultural Organization
UTC	Urban Traffic Control
WHO	World Health Organisation

Non-Technical Summary

Background

This document is the Environmental Report (ER) for the Strategic Environmental Assessment (SEA) of the draft London Borough of Haringey Second Local Implementation Plan (LIP2). It has been produced by Atkins Ltd for the London Borough of Haringey (Haringey Council).

Haringey's LIP2

According to the 1999 Greater London Authority (GLA) Act, each London borough is required to prepare a Local Implementation Plan setting out how they intend to contribute towards the implementation of the Mayor's Transport Strategy (MTS). As well as outlining the borough's local transport objectives, a LIP should detail the specific interventions and schemes intended to contribute towards meeting the MTS goals, challenges and opportunities. A clear strategy for monitoring performance against the goals should also be included.

The current round of LIPs were produced a number of years ago and are now being revised into a second round following the publication of the new Mayor's Transport Strategy in early May 2010.

The second round of LIPs will become effective from April 2011. Boroughs are required to submit their drafts LIP2s to TfL by 20 December 2010.

Haringey Council has therefore commenced the development of its LIP2 which will cover the period 2011-2014 and beyond and will replace LIP1, which covered 2006 to 2011.

The Haringey LIP2 is being developed in a complex and multi-level policy framework and is informed by national, regional (i.e. London) and sub-regional (i.e. North London) drivers, as well as local ones.

In particular, LIP2 must address the 6 goals of the MTS, namely:

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

These are each set in relation to a series of challenges for London. Haringey Council also derived local transport priorities and challenges, structured in line with the MTS goals, as follows:

- Haringey challenge: Plan for the predicted increase in travel demand as population and employment grows.
- Haringey challenge: Improve access to key destinations including town centres and employment and regeneration areas.
- Haringey challenge: Relieve highway congestion.
- Haringey challenge: Relieving crowding on the public transport network.
- Haringey challenge: Improve journey experience by providing cleaner, safer de-cluttered streets.
- Haringey challenge: Improving air quality through reduced car use.

- Haringey challenge: Promote healthier lifestyles by encouraging walking and cycling.
- Haringey challenge: Reduce noise disturbance from transport.
- Haringey challenge: Enhance the built and natural environment through the provision of well designed public spaces.
- Haringey challenge: To reduce crime and the fear of crime when travelling in Haringey.
- Haringey challenge: To continue to reduce all types of road traffic accidents and improve road safety.
- Haringey challenge: To reduce disadvantage by making sure essential services, such as health, education and employment are accessible for all.
- Haringey challenge: To reduce CO2 emissions from transport in the borough by 60% by 2025 by reducing car use and encouraging low carbon transport alternatives.

Sustainability Baseline and Key Issues

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

Historically considered an outer London borough, large parts of Haringey have the social and economic characteristics of an inner London borough. The borough is place of contrasts. Some areas display suburban characteristics with lower density housing whilst the majority of the borough is urban with higher density terrace housing and blocks of flats.

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

The key sustainability issues identified for Haringey are briefly summarised below:

Deficiency in the road network capacity and traffic congestion

Parts of the road network lack capacity, leading to congestion and associated traffic and environmental problems. Improving sustainable transport options is therefore one solution to this issue.

Maximising opportunities for sustainable transport infrastructure

In many respects, Haringey has a good sustainable transport system, with a range of modes of transport and a high proportion of active travel and public transport usage. For example, car usage for journeys originating in Haringey accounts for 31% of trips which is significantly lower than the outer London average (51%) but slightly higher than the inner London average (27%). Both bus (20% and a total of 43 routes) and underground (12% and a total of 6 stations) usage is higher for journeys originating in Haringey than either the inner or outer London average for these different modes. There are 2 strategic walking routes in Haringey: the Capital Ring and Lea Valley Walk. Haringey Greenway cycle and walking routes are being implemented to link the green and open spaces of the borough for recreational walking and cycling.

However, there is still scope to further improve this and a significant driver given poor air quality issues. For example, transport networks are less developed running across the borough (east to west). Whilst people walk a lot, many car trips are for short journeys only effecting air quality, suggesting further modal shift is possible. Additionally, cycling rates are slightly lower than the rest of London. Additional residential, work and school travel plans can help in sustainable transport.

Safety

Haringey's road safety, accident prevention, traffic calming and local safety scheme engineering works will continue to deliver a reduction in the numbers of road users killed or seriously injured in accidents. Haringey is on track to meet TfL's 50% reduction target for the number of people killed or serious injured by 2010, although progress is not on track for the number of cyclists and motorcyclist killed or seriously injured.

Regeneration and economic and employment growth

Regeneration is a key theme and objective in Haringey. This is supported by national funding and also by the London Plan. This focuses particularly on Haringey Heartlands, Tottenham Hale and those industrial areas within Central Leaside. Regeneration aims to tackle many issues and problems, including deprivation, attracting further inward investment and business and creating employment opportunities.

Economic and employment growth will also be focused on Haringey's six main town centres. Wood Green is classified as a Metropolitan Centre – one of only ten in London. Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road are classified as District Centres. In addition, the borough retains concentrations of employment in industry and warehousing, including 22 Defined Employment Areas (DEAs). Haringey's economy is dominated by small businesses. 90% of the businesses employ fewer than 10 people

Outside the borough, economic and employment growth is likely to take place at locations such as Stratford, Brent Cross and Stansted Airport, which are already relatively accessible.

Key transport interchanges require upgrading/improvements to accommodate proposed housing developments and regeneration programmes.

Population change and pressures on housing and land

There are intense pressures on housing in the borough. Haringey's population has grown by 8.4% since 1991 and is projected to grow by a further 21.3% by 2021. Half of the population comes from ethnic minority backgrounds. Haringey has a relatively transient population. Haringey has a young population with a high birth rate.

In particular, there is large demand for affordable housing. Future housing growth will place pressure on other land uses, open spaces and local services, particularly schools, and if not carefully integrated will affect the character of the borough.

Appropriate service provision is required for all groups of the community in terms of education, housing and health.

The high proportion of older people in the borough as a result of an ageing population generally is likely to place increasing pressure on health services in Haringey and require transport and access that is fit-for-purpose.

Deprivation and quality of life

Haringey is the 18th most deprived district in England as measured by the 2007 Index of Multiple Deprivation. There are pockets of multiple deprivation in a number of the wards in Haringey, notably Tottenham Hale, Bruce Grove, White Hart Lane, Northumberland Park, Tottenham Green, Seven Sisters, Harringay and Noel Park. These are particularly concentrated in the centre and east of the borough: 30% of Haringey's population live in central and eastern areas in the borough which are amongst the 10% most deprived in England.

Much of this deprivation sits around unemployment: in 2008/09, 9.7% of Haringey's residents were unemployed, which was above the London rate (7.4%) and notably higher than the national unemployment rate of 6.2%. Again, variations exist within the borough: Northumberland Park having the highest unemployment rate at 9.1% compared to 2.4% in Muswell Hill.

Deprivation has a clear impact on quality of life, for example affecting social cohesion and health and wellbeing.

Pressures on biodiversity and geodiversity and fragmentation of green infrastructure

Haringey is home to a number of statutory and non-statutory biodiversity designations. Parts of the Lee Valley Regional Park fall within the boundary of the LB Haringey. These include Tottenham Marshes, Markfield Park and the Paddock. The Lee Valley Ramsar/SPA site falls just outside the borough boundary. There are 60 SINCs in Haringey (of which 5 are of Metropolitan Importance, 9 of Borough Importance Grade 1, 13 Borough Grade II and 33 of Local Importance). Waste land and derelict sites also have biodiversity value at different sites in the borough.

Traffic and transport have the potential to impact on the sites of ecological or geological value and more generally on the network of linked multi-functional green spaces, comprising the local green infrastructure. This is through land take, habitat loss and severance for infrastructure and such construction and operational impacts as noise, vibration, dust, drainage and road kills.

Similarly, there are a number of assets in Haringey which exist and which can be capitalised on such as the Lee Valley.

Local and global air pollutants

The whole of Haringey has been declared an AQMA. Air quality throughout the borough is adversely affected by motor vehicle traffic. Air quality is generally improving in London and in Haringey but there are still shortfalls against EU standards for PM10 and NO2. For example, at the Haringey town hall monitoring site, targets for PM10 were missed in 2006. Meanwhile, at the Priory Park monitoring site, NO2 targets are not being met. Air quality is worse in the east of the borough.

Reducing carbon and greenhouse gas emissions is a key issue for Haringey and all levels of local, regional and national government. Since 2005, total CO2 emissions have fallen from 4.5 to 4.3 tonnes per capita in 2007. This covers business and public sector, domestic housing, and road transport. Specifically in relation to transport, CO2 emissions have fallen from 197 to 195 kilotonnes in the same period. Road transport makes up about 20% of all carbon emissions. Haringey ranks about middle in per capita reductions in CO2 emissions against other London boroughs.

Quality and accessibility of open space and physical activity

Haringey has a network of open spaces such as the Lee Valley Regional Park and Metropolitan Green Belt, Metropolitan Open Land (Alexandra Park) and Significant Local Open Land, together with smaller open spaces. There is about 1.7 ha of accessible green space per 1000 population and 11 open spaces have received Green Flag status. Strategic landscape and open space resources should be maintained, enhanced and, where possible, linked.

Levels of adult participation in sport, which is linked to open space, stands at around 20.81% for Haringey which is broadly in line with national and north London averages, which have all declined in the past few years. Reversing this trend is important and can be supported through good transport.

Tranquillity levels from noise, vibration and light pollution

A number of factors contribute to low tranquillity levels across different parts of the borough, including population density and levels of activity. This leads to noise, vibration and light pollution. Noise levels throughout the borough are dominated by motor vehicle traffic noise, as shown for example by Defra noise map noise levels of between 55 to 75+ dB(A) on the A10 and A105. Noise is also generated by railway lines and industrial point sources.

Reduced tranquillity can impact on mental and physical wellbeing.

General health and health inequalities

Health in Haringey is generally in line with the picture in London and the UK and shows overall gradual improvement in the past few years. For example, life expectancy is 76 for men and 82.1 for women. Similarly, rates for cancer and circulatory diseases are slightly lower than London averages.

However, there is still plenty of scope to improve health generally and in particular, to tackle pockets where health is a particular issue. Areas of health and disability deprivation tend to be consistent with those where there is wider deprivation. Two Super Output Areas (SOAs) are amongst the 10% most deprived in the country. Generally speaking, the eastern part of borough has higher levels of health and disability deprivation, with many areas in the top 20% most deprived, including Tottenham Green, Northumberland Park, Bruce Grove and Noel Park.

Need for climate change adaptation

Transport is a major contributor to greenhouse gases and hence climate change. Climate change in Haringey may lead to the increased damage to roads through flooding and summer cracking. This would result in increased instances of disturbances to traffic flows and potentially increased air pollution. To ensure a comfortable travelling temperature public transport may require air conditioning during hotter summers.

Pressure on cultural and historic assets and townscape

Haringey has a large number of cultural and historic assets, including Conservation Areas (29 in total), Areas of Archaeological Importance (22 in total) and listed buildings (467 listed buildings, 6 of which are grade I listed, 17 are classified as at risk). Finsbury Park and Alexandra Park are identified as historically important parks by English Heritage, with a number of more locally designated public spaces. All cultural and historic assets could be vulnerable to potential damage and destruction as a result of increased pressure from development and regeneration within the Borough.

More generally, transport can affect townscape and the quality of street environments and the public realm and consideration should be given to enhancing this wherever possible.

Transport can impact on the historic environment in two ways: existing traffic, and the construction of new infrastructure.

Increasing levels of congestion have an impact on towns, cities and countryside and queues of traffic affect quality of life; they detract from historic areas and buildings, communities are severed, and parking requirements take up increasing space.

New transport infrastructure can present a greater, and often irreversible, threat to the historic environment as development can affect historic landscapes and may cause direct damage to archaeological sites, monuments and buildings².

Landscape value

Landscape areas include open spaces such as the Lee Valley Regional Park and Metropolitan Green Belt, Metropolitan Open Land (Alexandra Park) and Significant Local Open Land. Landscape resources also include important parks such as Finsbury Park and Alexandra Park.

These are important not only from a landscape perspective but also for recreation, biodiversity and health.

Crime, fear of crime and safety

Crime rates are relatively high across the borough and incidences of crime and disorder are evenly spread across the borough. That said, crime is falling in some measures: for example, in 2006/7 there were 136.3 offences per 1,000 residents, compared to 157.6 for the previous year.

² More information can be found in "Transport and the Historic Environment, English Heritage 2004"

Flooding

There are varying levels of flood risk within the borough. The main risks from fluvial flooding relate to the River Lee and its tributaries (the Moselle Brook and Pymmes Brook). The potentially affected flood risk area is concentrated mostly in the eastern part of the borough.

In respect to surface water flooding, clearly the flatter and low lying places are more vulnerable but these areas are not the exception and localised variations can be found across the borough.

New transport schemes have the potential to exacerbate the existing flood risk by displacing flood storage due to land-raising; impinging landtake from waterways; and by adversely changing the drainage regime from land in transport use.

Water Quality

The majority of London's public water supplies, including for Haringey, come from the rivers Thames and Lee. The remaining supplies are obtained from groundwater sources situated beneath the London Borough's from the confined chalk aquifer. It is therefore important to protect water quality for public water supply. The River Lee (including the Lee Navigation) on the borough's eastern boundary is the principal watercourse in the area. Upstream of its upper confluence with Pymmes Brook the Lee has been assigned River Quality Objective class 2 whilst downstream of the lower confluence water quality is RQO 3. These are both good enough to support specific species that are relevant to good quality water.

There are also inner and outer groundwater Source Protection Zones SPZs related to the River Lee and also centred on North London Artificial Recharge wells in Wood Green, Tottenham and Hornsey. Land use activities within the SPZs are closely monitored by the Environment Agency.

Contaminated land

There are a number of sites around the borough which are potentially contaminated. Although it is unlikely that transport schemes will be constrained by or remediate such sites, this needs to be given due attention in LIP2.

Strategic Environmental Assessment Framework

The SEA Framework is a key tool in completing the SEA as it allows the assessment of the effects arising from LIP2 proposals in key areas in a systematic way. An SEA Framework containing objectives and associated indicators has been developed using the SA framework developed for the Core Strategy as the starting point. An iterative process, based on the review of relevant plans and programmes, the evolving baseline, analysis of key sustainability issues and consideration of which of these issues can potentially be addressed by LIP2, has also contributed to the development of the SEA Framework. The SEA Framework has been revised, following the consultation on the SEA Scoping Report.

The revised LIP2 SEA objectives are shown below:

1. To reduce crime, disorder and fear of crime and promote safe communities
2. To improve physical and mental health for all and reduce health inequalities
3. To improve access to services, amenities and opportunities for all groups
4. To improve the vitality and vibrancy of town centres
5. To protect and enhance biodiversity, including both habitats and species, green infrastructure and Geodiversity
6. To protect and enhance the borough's townscape character and quality, distinctiveness and cultural heritage resources
7. To protect and enhance the borough's landscape resources, character and quality
8. To protect and enhance the quality of water features and resources

9. To encourage the use of previously developed land and protection of soils
10. To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions
11. To protect and improve air quality
12. To limit climate change by reducing greenhouse gas, including CO₂ emissions
13. To ensure the sustainable use of natural resources
14. To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel
15. To reduce noise, vibration and light pollution

LIP2 Objectives

The transport challenges and opportunities facing Haringey over the next 20 years have been identified and prepared within the context of the goals and challenges of the Mayor Transport Strategy (MTS), the sub regional transport plan for North London, and through consultation with Haringey residents and key stakeholders. From this a draft set of LIP2 objectives has been developed.

The SEA guidance states that it is important that the objectives of LIP2 are in accordance with SEA objectives and as such, an assessment of the compatibility of the two sets of objectives was undertaken. This assessment demonstrated that overall LIP2 objectives are broadly compatible with the SEA objectives.

There are very few instances where LIP2 objectives are potentially in conflict with the SEA objectives and on the whole the former focus quite significantly on reducing private car usage and promoting sustainable transport modes. This has a range of positive impacts, such as improved air quality and reduced greenhouse gas emissions. This should be viewed as beneficial and provides a good framework within which to develop strategic alternatives and a preferred LIP2. Additionally, there are a considerable number of LIP2 objectives whose compatibility is dependent on the nature of implementation and can therefore not be ascertained with certainty at this stage.

Resulting from the compatibility assessment, amendments to some of LIP2 objectives have been proposed, along with two new objectives. After consideration of the recommendations put forward, the final LIP2 objectives are as follows:

- LIP2 Objective 1: Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough;
- LIP2 Objective 2: Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel;
- LIP2 Objective 3: Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents;
- LIP2 Objective 4: Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users;
- LIP2 Objective 5: Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale;
- LIP2 Objective 6: Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport;

- LIP2 Objective 7: Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives;
- LIP2 Objective 8: Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey;
- LIP2 Objective 9: Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network;
- LIP2 Objective 10: Ensure that transport protects and enhances Haringey's natural and historic environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land; and
- LIP2 Objective 11: Minimise the effects of unpredictable events arising from climate change on the transport network.

LIP2 Strategic Options

LIP2 has been prepared in accordance with national policy and in conformity with the Mayor's Transport Strategy (MTS), and provide details on how the Council's transport objectives contribute towards the implementation of key priorities set within the MTS.

The Mayor's Transport Strategy requires the Council to set out its proposals for implementing the Strategy and the evolving sub regional transport plans. The specific measures and programmes outlined in LIP2 aim to mainly address the MTS goals and challenges. Consequently, the Council is constrained in the strategic options they can pursue, as the range of options scenarios would therefore be limited by the MTS.

As a result of the direct influence and guidance from the MTS in terms of preferred options, the production of LIP2 did not involve the identification and appraisal of strategic options

Assessment of Effects of LIP2

LIP2 measures and programmes seek to deliver the transport objectives during the 3 years period between 2011/12 and 2013/14 and beyond. LIP2 outlines the Council's long term transportation goals and also provides a framework that will enable the delivery of successful sustainable transport projects, which will additionally accord with the MTS goals.

Draft LIP2 proposals have been subject to the SEA to predict and evaluate the nature (beneficial, adverse or neutral), scale (significant or non-significant) and timeframe (short-term or medium to long-term) of the social and environmental effects.

The assessment indicated that LIP2 performs with mixed results against the SEA framework, but on the whole achieves a balance of positive effects.

The assessment results show that the implementation of LIP2 should successfully address a number of the key issues in the area. LIP2 may potentially significantly reduce crime and fear of crime, improve physical and mental health and reduce health inequalities, improve access to services, amenities and opportunities for all groups and improve the vitality and vibrancy of town centres, The plan also support delivery of the improvements in the quality of the built and natural environment and a shift towards sustainable transport modes.

Short term slight adverse effects may be expected against the SEA objectives concerned with biodiversity, green infrastructure and geodiversity, townscape, historic environment and natural resources, However, as travel behaviour changes with time and the use of more sustainable modes of transport increases, the effects are considered to be slight beneficial in the medium to long term. This increased beneficial effect will increase over time as more public realm measures are also implemented.

Recommendations to improve the overall sustainability performance of LIP2 have been provided.

Mitigation Measures

Although LIP2 will have positive effect overall, certain measures and programmes may have the potential for short term slight adverse effects as outlined above.

The SEA Report recommends a number of generic mitigation measures aimed at preventing, reducing or offsetting the adverse effects that have been identified.

Monitoring

Monitoring the significant sustainability effects of implementing LIP2 will be an important ongoing element of the SEA process. SEA monitoring involves measuring indicators which will enable a better understanding of the causal links between the implementation of the plan and the likely significant sustainability effects (either beneficial or adverse) being monitored. This will allow the identification of any unforeseen adverse effects and enable appropriate remedial action to be taken.

The SEA Framework contains indicators that have been used as the basis for preparing the monitoring programme, bearing in mind that it will not always be necessary to collect data for all the indicators. Monitoring must occur on a regular basis, at least annually, for the life of LIP2, to determine whether LIP2 targets and objectives are being met.

Conclusions

This ER sets out the SEA process and its key findings in relation to Haringey LIP2. It is considered that LIP 2 meets the range of SEA objectives identified in the SEA Framework to a large extent. It offers potentially significant positive effects on a number of environmental and social SEA objectives related to crime, health, accessibility, air quality, climate change, use of sustainable modes of transport and noise, vibration and light pollution. The adverse effects identified can be minimised to a satisfactory degree through the effective implementation of other schemes and measures which are part of Haringey LIP2 delivery plan and through identified mitigation measures.

Some recommendations have been made in this report to further improve the environmental performance of Haringey LIP2, where appropriate. These recommendations will be included in the LIP2 document in the Delivery Plan and Performance Monitoring chapters.

1. Introduction

Purpose of this Document

- 1.1 This is the Environmental Report for the Strategic Environmental Assessment (SEA) of the draft London Borough of Haringey Second Local Implementation Plan (LIP2). It has been produced by Atkins Ltd for the London Borough of Haringey (Haringey Council).
- 1.2 An SEA is required of LIP2 under European Directive 2001/42/EC 'on the assessment of certain plans and programmes on the environment' (the 'SEA Directive').

Haringey LIP2 in Context

- 1.3 According to the 1999 Greater London Authority (GLA) Act, each London borough is required to prepare a Local Implementation Plan setting out how they intend to contribute towards the implementation of the Mayor's Transport Strategy (MTS). As well as outlining the borough's local transport objectives, a LIP should detail the specific interventions and schemes intended to contribute towards meeting the MTS goals, challenges and opportunities. A clear strategy for monitoring performance against the goals should also be included.
- 1.4 The current round of LIPs were produced a number of years ago and are now being revised into a second round following the publication of the new Mayor's Transport Strategy in early May 2010.
- 1.5 The second round of LIPs will become effective from April 2011. Boroughs are required to submit their drafts LIP2s to TfL by 20 December 2010.
- 1.6 Haringey Council has therefore commenced the development of its LIP2 which will cover the period 2011-2014 and beyond and will replace LIP1, which covered 2006 to 2011.

Strategic Environmental Assessment

- 1.7 The EU Directive 2001/42/EC³ (the "SEA Directive") on assessment of effects of certain plans and programmes on the environment came into force in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004⁴ (the "SEA Regulations"). The SEA Regulations apply to a wide range of plans and programmes, including transport plans such as LIP. The first generation of LIP (LIP1) were already the subject of SEA.
- 1.8 Recent advice from TfL⁵ on the preparation of LIP2 states:
"TfL is of the view that a formal revision of a borough's LIP is likely to be subject to mandatory assessment under the regulations and will involve the preparation of an environmental report, to be available during public consultation on the proposed LIP".
- 1.9 The overarching objective of the SEA Directive is:
"To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans... with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans... which are likely to have significant effects on the environment." (Article 1)

³ European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment

⁴ Statutory Instrument 2004 No. 1663, The Environmental Assessment of Plans and Programmes Regulations 2004

⁵ Transport for London, May 2010, Guidance on Developing the Second Local Implementation Plans

- 1.10 The main requirements introduced by the SEA Regulations are that:
- the findings of the SEA are published in an Environmental Report (ER), which sets out the significant effects of the draft plan, in this case LIP2;
 - consultation is undertaken on the plan and the ER;
 - the results of consultation are taken into account in decision-making relating to the adoption of the plan; and
 - information on how the results of the SEA have been taken into account is made available to the public.
- 1.11 SEA extends the evaluation of environmental effects from individual projects to the broader perspective of regional, county and district level plans. It is a systematic process that identifies and predicts the potential significant environmental effects of plans/programmes, informing the decision making process by testing different alternatives or options against environmental sustainability objectives.
- 1.12 The main work component stages for the preparation of the Haringey LIP2, both from a transport planning and SEA perspective, are shown in Figure 1.1 on the next page.

Figure 1.1 – LIP2 and SEA Process Stages and Links

Transport Planning Stage	Strategic Environmental Assessment	
	Stage	Tasks
Determining the scope of the LIP2 clarifying goals; specifying the problems or challenges the authority wants to solve	A. Setting the context and objectives, establishing the baseline and deciding on the scope	Identify related plans/programmes
		Identify environmental protection objectives
		Baseline data and likely future trends
		Identify sustainability issues
		Develop objectives, indicators and targets (Assessment Framework)
		Prepare SEA Scoping Report
		Consult on the scope of the SEA
Generating options to resolve these challenges; appraising the options and predicting their effects	B. Developing, refining and appraising strategic	Assess LIP2 objectives against the Assessment Framework
		Develop, refine and appraise strategic options
		Evaluate/select preferred options.
Selecting preferred options for LIP 2 and deciding priorities	B. Assessing the effects of the LIP2 Preferred Options	Predict and assess effects of options taken forward
		Propose mitigation measures
Production of the draft LIP2		Propose monitoring programme
	C. Prepare Environmental Report	
Consultation on draft LIP2	D. Consultation on the Environmental Report	
Production of final LIP2	D. Prepare a supplementary or revised Environmental Report if necessary	Assess significant changes
		Prepare supplementary or revised Environmental Report
Adoption of LIP2	D. SEA Statement	

SEA/ LIP2 Programme Key Milestones

- 1.13 The SEA process has been programmed as follows:
- Commencement: May 2010
 - SEA Scoping Consultation: 17th June to 22nd July 2010
 - Consultation on the draft LIP2 and Environmental Report: 27th September – 8th November 2010
 - Publication of final LIP2 and SEA Statement: May 2011

Consultation in the SEA Process

- 1.14 The SEA Regulations identify three organisations to act as statutory consultation authorities: the Environment Agency, Natural England (formerly English Nature, Rural Development Service and the Countryside Agency) and English Heritage.
- 1.15 Two consultation periods involving the statutory consultation authorities and, in the latter period, the public are set in the SEA Regulations. The consultation periods relate to:
- **Scoping.** The responsible authority is required to send details of the plan or programme to each consultation authority so that they may form a view on the scope, level of detail and appropriate consultation period of the Environmental Report. The consultation authorities are required to give their views within five weeks.
 - **The Environmental Report.** The responsible authority is required to invite the consultation authorities and the public to express their opinions on the Environmental Report and the plan or programme to which it relates.

Scoping Report Consultation

- 1.16 As indicated above, a Scoping Report consultation to establish the scope and methodology for the SEA and to provide the basis for consultation related to the range and level of detail of the Environmental Report was undertaken.
- 1.17 Appendix C summarises the main consultees comments received on the Scoping Report and indicates how these comments have been addressed in the preparation of this Environmental Report. Comments were received from Natural England and English Heritage.

Environmental Report Consultation

- 1.18 The SEA Directive states that:
- 'An Environmental Report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.'*
- 1.19 The ER is the key written document produced for the SEA. It is an important consultation document and is therefore likely to be of interest to a wide variety of readers including decision makers, other plan/programme practitioners, statutory consultees, NGOs and members of the public.
- 1.20 This Environmental Report has been published as part of the public consultation for the draft LIP2. Recommendations received through the consultation process from statutory consultees have been inserted into this final draft Environmental Report where appropriate.

Relationship to EqIA, HIA and HRA

- 1.21 Boroughs have a duty under race, disability and gender legislation to carry out an EqIA of their LIP2. This should identify whether or not (and to what extent) a LIP has an impact (positive or negative) on a particular equality target group, or whether any adverse impacts identified have been appropriately mitigated.
- 1.22 An Equalities Impact Assessment (EqIA) is being completed by the Haringey Council separately from the SEA. The SEA will be informed by the results of this parallel assessment as appropriate. The EQIA for Haringey's LIP has concluded that the vast majority of the LIP objectives and proposals will have a positive impact on the six Equality groups.
- 1.23 No specific Health Impact Assessment (HIA) is being undertaken as part of LIP2 as this not a requirement of the Mayor of London's LIP2 guidance. Human health is, however, an SEA topic and therefore will be covered to some extent by the SEA.
- 1.24 As part of an exercise separate from the SEA for LIP2, Haringey Council has considered the need for HRA for LIP2 and has arrived at the following conclusions.
- 1.25 There are no designated, potential or candidate SPA, SAC or Ramsar sites within the London Borough of Haringey. However, within a 10km of the borough boundary lie three sites that form part of the Natura 2000 Network. These are:
- The Lee Valley Ramsar Site;
 - The Lee Valley SPA; and
 - Epping Forest SAC.
- 1.26 These sites have been subject to a HRA scoping exercise for the development of Haringey's Core Strategy, to ascertain whether the policies of the Core Strategy, either alone or in combination with other plans or projects, are likely to have any significant effect on these three sites. The HRA scoping exercise for the Core Strategy has considered the likely effect of Haringey's LIP2 policies.
- 1.27 Haringey's Core Strategy provides for:
- 11,195 additional dwellings between 2011 and 2026;
 - Population growth of 15% by 2026; and
 - Significant focus on intensification of existing housing stock/sites and utilisation of previously used land.
- 1.28 As such, the possible effects of the Core Strategy on the SAC, SPA and Ramsar sites could arise from:
- Urbanisation in general: intensification of development, rising population density, increasing mobility, greater noise and light pollution.
 - Increased visitor numbers at each site, with associated disturbance of fauna and impacts on the habitats.
 - Increased traffic, leading to increased air pollution, which could affect habitats and species sensitive to air quality.
 - A decrease in water quality in the River Lee owing to greater volume of untreated water discharge.
- 1.29 The HRA evaluation of the potential impacts of the Core Strategy, in regard to the transport policies, is as follows:

- The Epping Forest SAC is not located within the London Borough of Haringey, therefore, no direct impacts are anticipated regarding the key infrastructure proposals in Haringey. The policy seeks to reduce car dependency and use, combat climate change and improve environmental quality. Therefore, indirect effects may arise over the long term with regard to emissions from cars if less people are dependent on them. However, due to the location of Epping Forest it is unlikely these will be significant effects.
- The Lee Valley SPA and Ramsar lies within the London Borough of Waltham Forest along its eastern boundary adjacent to the London Borough of Haringey. However, no direct impacts are anticipated regarding the key infrastructure proposals in Haringey. The policy seeks to reduce car dependency and use, combat climate change and improve environmental quality. Therefore, indirect effects may arise over the long term with regard to emissions from cars if less people are dependent on them.

1.30 The HRA scoping exercise stated the following reasons why the Core Strategy policies related to transport will have no effect on the three sites:

- Concentration of development in urban areas will not affect a European Site and will help to steer development and land use change away from a European Site and associated sensitive areas.
- The policy will help to steer development away from a European Site and associated sensitive areas.
- The policy is intended to protect the natural environment, including biodiversity.

2. Scope of the SEA

Introduction

- 2.1 The following section describes the proposed spatial, temporal and technical scope of the environmental studies to be undertaken as part of the SEA.

Spatial scope

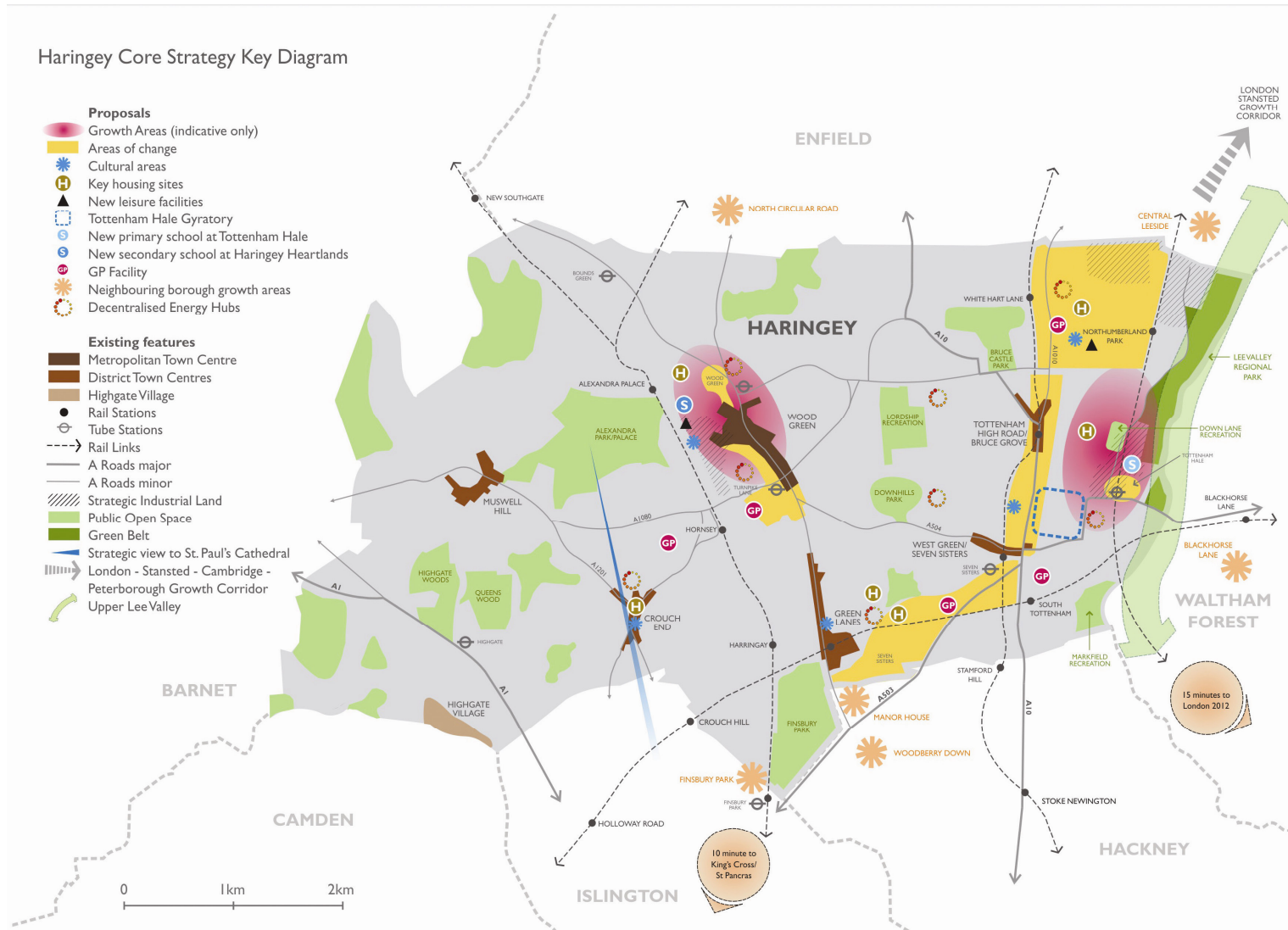
- 2.2 The proposed study area for the SEA of LIP2 covers the London Borough of Haringey (see Figure 2.1 and Figure 2.2).

Figure 2.1 – Haringey in the London context



Source: Figure 1.2 Haringey in the London Context, taken from Haringey Core Strategy Proposed Submission, April 2010

Figure 2.2 – Haringey Core Strategy Key Diagram



Source: Figure 2.1 Haringey Core Strategy Key Diagram, taken from Haringey Core Strategy Proposed Submission, April 2010

Temporal scope

- 2.3 The temporal scope of the SEA will be aligned with that for LIP2. Guidance for local authorities on the preparation of LIP2 by the Mayor of London states that the Borough Transport Objectives should cover the period 2011 to 2014 and beyond, reflecting the timeframe of the MTS. Boroughs will be required to prepare a new Delivery Plan in 2013 for the period 2014/15 to 2016/17, or longer for proposed Major Schemes. They will also be required to update their targets to cover the period to 2016/17.
- 2.4 LIP2 is being developed in a policy framework that extends beyond this period, including key documents such as the London Plan and Haringey LDF. The SEA will consider the interactions and overlaps with these different timescales and plans.

Technical scope

- 2.5 The SEA Directive and the SEA regulations require that the likely significant effects on the environment are assessed, considering the following factors and interrelationship between them:
- Biodiversity;
 - Population;
 - Human Health (covering noise issues among other effects on local communities and public health);
 - Fauna and flora;
 - Soil;
 - Water;
 - Air;
 - Noise;
 - Climatic Factors;
 - Material Assets (covering infrastructure, waste and other assets);
 - Cultural Heritage including architectural and archaeological heritage; and
 - Landscape.
- 2.6 This effectively forms the technical scope of the SEA, namely those topics that will be addressed.

3. The Local Implementation Plan 2

The Proposed Objectives of LIP2

- 3.1 The Haringey LIP2 is being developed in a complex and multi-level policy framework and is informed by national, regional (i.e. London) and sub-regional (i.e. North London) drivers, as well as local ones.
- 3.2 In particular, LIP2 must address the 6 goals of the MTS, namely:
1. Supporting economic development and population growth
 2. Enhancing the quality of life of all Londoners
 3. Improving the safety and security of all Londoners
 4. Improving transport opportunities for all Londoners
 5. Reducing transport's contribution to climate change and improving resilience
 6. Support delivery of the London 2012 Olympic and Paralympic Games and its legacy
- 3.3 These are each set in relation to a series of challenges for London.
- 3.4 The six MTS goals have been translated to the sub-regional (North London) and local level with the following specific key sub-regional challenges identified:
- Facilitating and responding to growth, particularly in Brent Cross / Cricklewood and the Upper Lee Valley
 - Relieving crowding on the public transport network
 - Managing highway congestion and making more efficient use of the road network
 - Enhancing connectivity and the attractiveness of orbital public transport
 - Improving access to key locations and to jobs and services. Improving walking and cycling infrastructure and promoting sustainable travel behaviours across a diverse population.
- 3.5 The sub-regional transport plan – to be completed later this year – will confirm the main challenges and priorities for North London; show how the MTS will be implemented within the sub-region; and set out the priority solutions for north London. The final draft of the sub-regional transport plan is due in October and thus it is expected to be too late to significantly input into Haringey's LIP2.
- 3.6 Haringey Council also derived local transport priorities and challenges. These are structured in line with the MTS goals, as follows:
1. *Support economic development and population growth*
 - Haringey challenge: Plan for the predicted increase in travel demand as population and employment grows.
 - Haringey challenge: Improve access to key destinations including town centres and employment and regeneration areas.
 - Haringey challenge: Relieve highway congestion.
 - Haringey challenge: Relieving crowding on the public transport network.
 2. *Enhance the quality of life for all Londoners*

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

Haringey challenge: Improving air quality through reduced car use.

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

Haringey challenge: Reduce noise disturbance from transport.

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

3. Improve safety and security of all Londoners

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

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

4. Improving transport opportunities for all Londoners

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

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

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

3.7 DfT's 'Delivering a Sustainable Transport System' framework provides the assessment of funding for transport infrastructure schemes intended for implementation in the period 2014 to 2019. This framework feeds into the content of the MTS and is reflected within Haringey LIP2 policies.

4. Methodology

Introduction

- 4.1 The SEA started as the preparation of LIP2 began and it has progressed concurrently in an iterative fashion in order to feedback environmental sustainability objectives and policies into the plan making process. The SEA has been used as a tool for improving LIP2 allowing environmental and wider sustainability objectives to be met throughout the LIP formulation process from inception through production to adoption of the proposals, measures and schemes.
- 4.2 A Scoping Report for the SEA of the draft LIP2 (hereafter the 'Scoping Report') was published for consultation on 17 June until 22 July setting out the results of SEA Stage A.
- 4.3 This Environmental Report recaps on the scoping work undertaken during the initial stages of the SEA process but takes the process further by reporting on the significant environmental effects of the preferred proposals and schemes. It reports on proposed mitigation measures and proposals for monitoring significant environmental effects.

Assessment Methodology

- 4.4 The work undertaken thus far involved the completion of the SEA stages A, B and C and associated tasks as follows:

Stage A - Setting the Context and Establishing the Baseline

Other Relevant Plans and Programmes and Environmental Protection Objectives

- 4.5 The Haringey LIP2 will both influence and be influenced by other plans produced by the Borough, by the Mayor of London, by statutory agencies and other bodies with plan-making responsibilities. Legislation is a further driver that sets the framework for the LIP2, both directly and indirectly. Relevant plans and programmes have therefore been identified.
- 4.6 The constraints or challenges relevant plans and programmes pose for the LIP2 were considered and broad environmental sustainability objectives were identified. This is presented in section 5 of this report.

Baseline Information

- 4.7 To predict accurately how potential plan proposals will affect the environment, it is first important to understand the current state of the environment and then examine the likely evolution of the environment without the implementation of the plan.
- 4.8 Baseline information provides the basis for understanding existing environmental issues in Haringey; formulating objectives to address these issues; predicting and monitoring environmental effects and helps to identify environmental problems and alternative ways of dealing with them.
- 4.9 Baseline data tables (Appendix A) have been prepared where data has been listed under SEA topic areas. These tables record:
- General indicators;
 - Quantified data within the plan area;
 - Comparators and targets (if applicable);
 - Trends (if identified); and

- Source of the information.

4.10 Baseline data maps have also been produced to illustrate spatial distributions of baseline information and are presented in section 6.

4.11 Data was collated from a wide range of existing London Borough of Haringey and external sources. For each indicator readily available, quantified baseline data was collected where it was readily accessible and in a format applicable to the issues to be assessed by the SEA. The main sources used were official websites, Haringey Borough Council reports and data, the Census 2001 and Area Profiles (Audit Commission). Relevant indicators not readily accessible from reports or web sources have been identified.

4.12 The initial baseline data was reviewed and updated following consultee comments from the Scoping Report consultation. This is presented in section 6 of this report.

4.13 Where significant gaps exist, these have been identified and recommendations for filling the gaps will be included in the proposals for monitoring the implementation of LIP2.

Environmental Issues

4.14 The key environmental issues that are relevant to LIP2 have been identified through an initial draft for comment with Council officers, together with reviews of published documents, analysis of existing data and review of the key issues identified in the Environmental Report prepared previously for LIP1 and the Core Strategy Proposed Submission document. The identification of these issues helped focus the SEA on the key aspects that the plan can influence. Opportunities for how LIP2 could assist in addressing these issues were also identified. These are presented in section 7 of this report.

Developing SEA Framework

4.15 A set of SEA objectives against which the proposals in LIP2 can be assessed, was drawn up. The SA framework developed for the Core Strategy was used as a starting point for this exercise. The SEA objectives were also identified by reviewing relevant policy documents at the international, national, regional, county and district/city level, reviewing the baseline data and identifying key sustainability issues (see above). The SEA objectives were refined through the consultation on the original Scoping Report and are presented in this report.

4.16 For each objective, one or more indicators have been set that provide for the status of the objective to be tested against targets (where these are set), now or in the future, and that are appropriate to the Borough.

4.17 A table has been prepared setting out the SEA Framework of objectives and indicators and identifying how relevant SEA Directive topic(s) have been covered.

4.18 An analysis of the likely evolution of the state of the environment without the implementation of LIP2 was also undertaken at this stage.

4.19 This is presented in section 8 of this report.

Consulting on the Scope of SEA

4.20 London Borough of Haringey sought the views from the statutory consultees on the Scoping Report. This was to consult on whether the scope and level of detail of the ensuing Environmental Report were appropriate. The Scoping Report consultation results have influenced and helped shape the Environmental Report.

Stage B - Developing alternatives

Testing the Plan Objectives against the SEA Objectives

- 4.21 A compatibility assessment of LIP2 objectives in its initial stages of preparation against the SEA Objectives has been undertaken as part of the iterative process to assess the sustainability of LIP2 objectives. This has been undertaken to ensure that the overall objectives of LIP2 were in accordance with the SEA objectives and to provide a suitable framework for developing alternatives. The results are presented in section 9 of this report.

Developing, Refining and Appraising Strategic Alternatives

- 4.22 As LIP2 has been developed to locally support the Mayor's Transport Strategy, there was no strategic option development and appraisal undertaken to select preferred options..

Assessing the Effects of LIP2 Preferred Options

- 4.23 Assessing the significance of predicted effects is essentially a matter of judgement. There are a number of factors that will determine the significance of an effect, e.g. its scale and permanence and the nature and sensitivity of the receptor. It is very important that judgements of significance are systematically documented, in terms of the particular characteristics of the effect which are deemed to make it significant and whether and what uncertainty and assumptions are associated with the judgement. The assessment of significance also includes information on how the effect may be avoided or its severity reduced.
- 4.24 The methodology that has been adopted for this assessment is generally broad-brush and qualitative. In the current practice of SEA the broad-brush qualitative prediction and evaluation of effects can be often based on a qualitative seven point scale in easily understood terms. In general, this assessment has adopted the scale shown in Table 4.1 to assess the significance of effects of the proposals in the LIP2.

Table 4.1 - Criteria for Assessing Significance of Effects

Assessment Scale	Significance of Effect
+++	Large beneficial
++	Moderate beneficial
+	Slight beneficial
0	Neutral or no effects
-	Slight adverse
--	Moderate adverse
---	Large adverse

- 4.25 Large or moderate beneficial and adverse effects have been considered **significant** whereas neutral, no effects and slight beneficial and adverse effects have been considered non-significant.
- 4.26 The results of the prediction and evaluation tasks are presented in tables highlighting how the Draft LIP2 Preferred Option performs against the SEA objectives and are included in this Environmental Report as Appendix D.
- 4.27 The assessment of the Preferred Option also considered cumulative, indirect (secondary) and synergistic effects of LIP2. Commentary on the assessment of cumulative effects is provided as follows:
- 4.28 *Secondary or indirect effects* are effects that are not a direct result of the plan, but occur away from the original effect or as a result of the complex pathway e.g. a development that changes a water table and thus affects the ecology of a nearby wetland. These effects are not cumulative and have been identified and assessed primarily through the examination of the relationship between various objectives during the Assessment of Environmental Effects.

4.29 *Cumulative effects* arise where several proposals individually may or may not have a significant effect, but in-combination have a significant effect due to spatial crowding or temporal overlap between plans, proposals and actions and repeated removal or addition of resources due to proposals and actions. Cumulative effects can be:

- **Additive**- the simple sum of all the effects;
- **Neutralising**- where effects counteract each other to reduce the overall effect;
- **Synergistic**– is the effect of two or more effects acting together which is greater than the simple sum of the effects when acting alone. For instance, a wildlife habitat can become progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species at all.

4.30 The results are presented in section 11 of this report.

Mitigating Adverse Effects and Maximising Beneficial Effects

4.31 Mitigation measures have been identified to reduce the scale/importance of significant negative effects.

4.32 The results are presented in section 12 of this report.

Monitoring the Environmental Effects of Plan Implementation

4.33 SEA monitoring involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant effect (positive or negative) being monitored. It thus helps to ensure that any adverse effects which arise during implementation, whether or not they were foreseen, can be identified and that action can be taken by London Borough of Haringey to deal with them.

4.34 A preliminary monitoring programme has been prepared showing, for each significant effect, what data should be monitored, the source of the data, the frequency of monitoring, as well as when and what actions should be considered if problems are identified from the monitoring.

4.35 The results are presented in section 13 of this report

Stage C – Preparing the Environmental Report

4.36 The Environmental Report has been prepared to accompany the Draft LIP2 on consultation. It summarises the steps above.

Next Stages in the SEA

Stage D – Consulting on Draft Plan and Environmental Report

Assessing Significant Changes

4.37 The results of the formal public consultation exercise may well result in changes to the Draft LIP2, and these will have implications for the Environmental Report. In addition, the consultation exercise may result in direct changes to the contents of the Environmental Report, such as revisions to mitigation or monitoring measures.

4.38 The SEA Directive requires that information on the changes to the Environmental Report resulting from the formal consultation is recorded in the statement of how the SEA findings have been taken into account in the final LIP2, which should be made available to stakeholders.

4.39 The Environmental Report will be revised to reflect the decisions and actions resulting from the public consultation exercise, in particular finalising the proposed mitigation measures and monitoring arrangements.

SEA Statement

4.40 Following feedback obtained from the statutory public consultation and TfL regarding the content of the final draft LIP document and SEA Environmental report, an SEA Statement will be prepared setting out the following:

- How environmental considerations have been integrated into the plan, for example any changes to or deletions from the plan in response to the information in the Environmental Report.
- How the Environmental Report has been taken into account.
- How the opinions and consultation responses have been taken into account. The summary should be sufficiently detailed to show how the plan was changed to take account of issues raised, or why no changes were made.
- The reasons for choosing the plan as adopted in the light of other reasonable alternatives dealt with.
- The measures that are to be taken to monitor the significant environmental effects of implementation of the plan or programme.

5. Other Relevant Plans and Programmes

Introduction

- 5.1 The first task of the SEA is the identification of other relevant plans, policies, programmes (PPPs). This helps to identify environmental objectives, baseline information and key issues. LIP2 must be prepared to take these PPPs into account as it may influence and be influenced by them. LIP2 enables potential synergies to be exploited and, conversely, conflicting initiatives to be identified.
- 5.2 The SEA Directive specifically states that information should be provided on:
“The relationship [of the plan or programme] with other relevant plans and programmes”
“The environmental protection objectives, established at international, [European] Community or [national] level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation”
- 5.3 In addition to this, the PPPs related to health have also been considered and are reported alongside environmental considerations in this section.

Methodology

- 5.4 Both LIP2 and the SEA should be set in the context of international, national, regional and local objectives along with environmental, strategic planning, transport, health and social policies.
- 5.5 Relevant plans and programmes include those at different levels (international, national, regional and local) which influence LIP2, or those in other sectors which contribute, together with LIP2, to changes in the environmental and health conditions of the area to which they apply. Relevant plans and programmes may include land use or spatial plans, plans dealing with aspects of the physical environment, and plans and programmes for specific sectors or types of activity. Environmental and health protection objectives may be set by policies or legislation. Such policies and legislation may include European Directives, international undertakings, UK initiatives and national planning guidance.
- 5.6 A large number of other plans and programmes were reviewed as part of the Haringey LIP2 SEA, Although all plans and programmes reviewed are deemed to be relevant to LIP2, the following are considered to be of particular importance - Haringey LIP1 SEA (2006) and Haringey Core Strategy Proposed Submission Consultation Document (May, 2010), and informed the development of the SEA objectives contained in LIP2 SEA framework.

Results of the Review

- 5.7 Table 5.1 lists the documents reviewed as part of the PPP review process to identify environmental objectives. This is then followed by a series of key themes which was used alongside baseline information and key issues to help develop an SEA framework for the assessment of LIP2.

Table 5.1 - List of other relevant environmental plans, policies and programmes

Plan, Policy or Programme
International
The Convention on Biological Diversity, Rio de Janeiro, 1992
Ramsar Convention on Wetlands of international importance especially as waterfowl habitat – 1971
Johannesburg Declaration on Sustainable Development, 2002
United Nations Framework Convention on Climate Change, 1994 and 2008
Kyoto Protocol to the UN Framework Convention on Climate Change (2005)
UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)
The UN Millennium Declaration and Millennium Development Goals – Sept 2000
European Directive: Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC)
European Directive: Noise Directive 2002/49/EC
European Directive: Conservation of Wild Birds Directive (79/409/EEC)
European Directive: Air Quality Directive (96/62/EC)
EU 6th Environmental Action Programme (2002)
EU Sustainable Development Strategy (2006)
Environmental Liability Directive (2004/35/EC)
EU Thematic Strategy on Air Quality, 2005
National Emissions Ceiling Directive (2001/81/EC)
Action Plan on Biodiversity (2006-2010)
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)
EU Biodiversity Strategy (EU, 1998)
EU Directive for the Promotion of Bio-fuels for Transport (2003/30/EC)
Strategy on Climate Change: Control Measures Through Until 2020 and Beyond (EC, 2007)
EC Green Paper on Adaptation to Climate Change in Europe (2007)
European Landscape Convention (EC, 2000)
Guidelines for Community Noise (WHO, 2000)
Groundwater Directive (GWD) (2006/118/EC)
Water Framework Directive (2000/60/EC)
Waste Framework Directive (2006/12/EC)
European Convention on the Protection of the Archaeological Heritage (1992)

Plan, Policy or Programme
Together for Health: A Strategic Approach for the EU 2008-2013 (White Paper, 2007)
Health Effects of Transport-Related Air Pollution (WHO, 2005)
Transport, Environment and Health (WHO, 2000)
Collaboration Between the Health and Transport Sectors in Promoting Physical Activity (WHO, 2006)
European Transport Policy for 2010: A Time to Decide (EC, 2001)
Freight Logistics - The Key to Sustainable Mobility (EU, 2006)
Freshwater Fish Directive (78/659/EEC)
Aarhus Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters, June 1998
EU Thematic Strategy for Soil Protection (2004)
The European Convention on the Protection of Archaeological Heritage (Revised) (1995)
Water Pollution caused by Nitrates from Agricultural Sources: Nitrates Directive – 91/676/EEC
Bathing Water Quality Directive – 76/160/EEC
Drinking Water Directive – 98/83/EC
Framework Waste Directive – 75/442/EEC, as amended
Directive 99/31/EC on the landfill of waste
EU Soil Framework Directive (Proposed) 2006
IPPC Directive 96/61/EC – Integrated Pollution Prevention and Control
Surface Water Abstraction Directive 75/440/EEC
European Spatial Development Perspective (1999)
Directive to Promote Electricity from Renewable Energy (2001/77/EC)
EU Framework Directive on Waste (91/156/EEC)
Clean Air for Europe (CAFE) Programme
Second European Climate Change Programme (ECP II)
Directive on the Assessment and Management of Flood Risks (2007/60/EC)
National
<i>Transport</i>
Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World (TaSTS), Department for Transport (2007)
Delivering a Sustainable Transport System (DaSTS), Department for Transport (2008)
Delivering a Sustainable Transport System (DaSTS): Consultation on Planning for 2014 and Beyond, Department for Transport (2008)
Low Carbon Transport: A Greener Future, A Carbon Reduction Strategy for Transport, Department for Transport (2009)

Plan, Policy or Programme
Delivering Low Carbon Travel: An Essential Guide for Local Authorities (DfT, 2009)
Ultra-low Carbon Vehicles in the UK, HM Government (2009)
Delivering a Sustainable Railway, Department for Transport (2007)
Powering Future Vehicles Strategy, Department for Transport (2002)
The Eddington Transport Study (Eddington, 2006)
Child Road Safety Strategy (DfT, 2007)
Older People: Their Transport Needs and Requirements (DfT, 2001)
10 Year Transport Plan (DfT, 2000)
Sustainable Distribution: A Strategy (DfT, 1999)
Road Safety Act 2006
The Future of Transport White Paper – A Network for 2030 (DfT, 2004)
Building Sustainable Transport into New Developments (DfT, 2008)
Road Traffic Reduction Act 1997
Road Traffic Reduction (National Targets) Act 1998
DfT Public Service Agreement
DfT, A new deal for Transport, Better for Everyone, 1998
DfT Tomorrow's Roads, Safer for Everyone, 1999
DETR, Encouraging Walking: Advice to Local Authorities, 2000
DfT, National Cycling Strategy (September 1996), and Modified (October 2004)
Traffic Management Act 2004
Mayor's Draft Air Quality Strategy 2010.
<i>General environment and sustainability</i>
Securing the Future - UK Government Sustainable Development Strategy, Department for Environment, Food and Rural Affairs (2005)
Sustainable Communities: People, Places Prosperity, ODPM, 2005
DfT Sustainable Development Action Plan (2007 and 2008)
UK Climate Change Act (2008)
Climate change and biodiversity adaptation: the role of the spatial planning system (April, 2009)
Strong and Prosperous Communities Statutory Guidance (2008)
Sustainable Communities (2003)
Planning for a Sustainable Future, Department for Communities and Local Government (2007)
Carbon Pathways: Informing Development of a Carbon Reduction Strategy for Transport

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SPG 8g Ecological Impact Assessments (Draft 2006)
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SPG 8i Air Quality (Draft 2006)
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Environmental Themes

- 5.8 The review of PPPs revealed a large amount of common themes in terms of their objectives relating to the environment within the context of transport planning.
- 5.9 The result of this assessment has been integrated into the SEA Framework for appraisal of LIP2, provided in section 8 of this report.

Climate Change and Energy

- Reduce energy consumption and energy wastage;
- Reduce greenhouse gas (GHG) emissions, particularly carbon dioxide and methane;
- Maximise the production and use of renewable energy;
- Minimise reliance on energy-using equipment;
- Increase energy efficiency and facilitate the transition to more sustainable forms of energy;

- Minimise the use of fossil fuels;

Built Environment

- Improve the quality of the built environment including streets;

Transport

- Promote mixed-use development policies to reduce the need to travel;
- Improve local air quality through minimising traffic related emissions;
- Encourage walking, cycling and the use of public transport;
- Encourage transport using waterways and the blue ribbon;
- Reduce traffic congestion and improve safety for all road users;
- Promote sustainable alternatives to car travel;
- Promote viable alternatives to road haulage, such as shipping and rail;
- Promote clean vehicle technology;
- Connect key regeneration sites;
- Connect the area to the wider regional, national and international networks;

Natural Resources

- Ensure efficient resource use and minimise footprint;
- Raise awareness of resource use/depletion;
- Reuse secondary materials;
- Consider opportunities to maximise on-site re-use of materials;
- Ensure sustainable building design and materials (recycled);
- Reclaim derelict land and buildings, optimising the use of “brownfield sites”;

Waste

- Employ waste reduction methods to minimise waste;
- Utilise waste as a resource;
- Reduce the amount of residual waste to landfill;

Land

- Adhere to the brownfield/Greenfield hierarchy of land use;
- Minimise and seek to reclaim derelict and contaminated land;
- Protect soils;

Water

- Improve the quality of ground and surface water;
- Improve the biological and chemical quality of rivers;
- Make use of 'Sustainable Urban Drainage Systems';

- Minimise the potential for flooding by controlling surface water management and floodplain management;
- Prevent inappropriate development in floodplains;
- Prepare for impacts of climate change, including sea level rise and coastal erosion;

Biodiversity

- Contribute to the delivery of local and national Biodiversity Action Plans;
- Protect and enhance endangered species, habitats and geodiversity, including sites of geological importance;
- Protect and enhance existing wildlife and provide opportunities for new habitat creation;
- Increase tree cover and ensure the sustainable management of existing woodland;
- Minimise the fragmentation of nature corridors and networks and green infrastructure overall;
- Protect and enhance existing wildlife/landscape designations e.g. Sites of Special Scientific Interest;
- Promote access and understanding of nature and biodiversity;

Heritage

- Help to conserve heritage assets through sensitive adaptation and re-use;
- Improve access to buildings and landscapes of historic/cultural value;
- Use architectural design to enhance the local character and “sense of place” of development, safeguarding the historic context of the surrounding area;
- Protect local distinctiveness;

Economy

- Improve economic, social and environmental conditions particularly in the most deprived areas;

Jobs and Education

- Improve physical accessibility of jobs through the location of sites and transport links close to areas of high unemployment;

Safety

- Promote design that discourages crime and fear of crime e.g. by reducing hiding places or escape routes;

Community Services and Amenities

- Provide or improve access to local health and social care services;
- Reduce light pollution;
- Reduce noise pollution and protect tranquillity;
- Minimise dust, odours, litter;
- Provide access to leisure and tourism facilities;

- Ensure the protection, creation and access to green spaces and open spaces;
- Improved public spaces;

Health

- Address pockets of deprivation;
- Provide physical access for people with disabilities;
- Provide or improve access to local health and social care facilities;
- Provide opportunities for increased exercise, thus reducing obesity and illnesses such as coronary heart disease; and
- Provide for an ageing population.

6. Baseline Information

Introduction

- 6.1 The next task in the SEA addresses the collection of an evidence base for the SEA.
- 6.2 The SEA Directive states that the Environmental Report should provide information on:
“relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan” and the “environmental characteristics of the areas likely to be significantly affected” (Annex I (b) (c))
and
“any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC (Birds Directive) and 92/43/EEC (Habitats Directive)” (Annex I (c)).
- 6.3 To accurately predict how potential LIP2 strategies and measures will affect the environment, it is important to understand the current state of the environment and then examine the likely evolution of the environment without the implementation of the plan.

Methodology

- 6.4 Baseline information provides the basis for the prediction and monitoring of the effects of the implementation of LIP2 and helps to identify environmental problems and alternative ways of dealing with them.
- 6.5 Due to the fact that SEA is an iterative process, subsequent stages in its preparation and assessment might identify other issues and priorities that require the sourcing of additional data and/or information and identification of monitoring strategies. This makes the SEA process flexible, adaptable and responsive to change in the baseline conditions and enables trends to be analysed over time.
- 6.6 The most efficient way to collate relevant baseline data is through the use of indicators (see below). This ensures that the data collation is both focused and effective. The identification of relevant indicators has taken place alongside the assessment of other relevant plans, policies and programmes (Task A1), the identification of sustainability issues (Task A3) and developing the SEA framework (Task A4).
- 6.7 It should be noted that the SEA process does not require the collection of primary data, but relies of the analysis of existing information. As such, where data gaps exist, this is highlighted in the report.
- 6.8 Indicators have been selected for their ability to provide objective data that will, over time, offer an insight into general trends taking place. Throughout the assessment process, the following issues will need to be addressed:
- What is the current situation, including trends over time?
 - How far is the current situation from known thresholds, objectives or targets?
 - Are particularly sensitive or important elements of the environment, economy or society affected?

- Are the problems of a large or small scale, reversible or irreversible, permanent or temporary, direct or indirect?
- How difficult would it be to prevent, reduce or compensate for any negative effect?
- Have there been, or will there be, any significant cumulative or synergistic effects over time?

General Characteristics of Haringey

- 6.9 This section sets out general characteristics of Haringey including land use, demographics, transport, socio-economics and environment. Relevant maps can be seen in the Haringey Core Strategy Proposed Submission (April, 2010). These include Haringey Core Strategy Figures 4.2 showing the extent of flooding within the Borough, 6.2 showing existing open spaces, 7.1 showing all health facilities and 8.1 showing all education facilities within the Borough.
- 6.10 Haringey is one of London's 32 boroughs and is located in the centre of north London. It is home to 228,800 people living in an area of 30 square kilometres. Approximately a quarter (27%) of the borough is green spaces and areas of water. Domestic buildings and gardens account for 41% of the total land area of the borough and commercial buildings and land, road and rail account for about a third (32%) of the land area.
- 6.11 Historically considered an outer London borough, large parts of Haringey have the social and economic characteristics of an inner London borough. The borough is place of contrasts. Some areas display suburban characteristics with lower density housing whilst the majority of the borough is urban with higher density terrace housing and blocks of flats.
- 6.12 Haringey contains six main town centres. Wood Green is classified as a Metropolitan Centre – one of only ten in London. Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road are classified as District Centres. In addition, Haringey has 38 Local Shopping Centres.
- 6.13 Haringey boasts national landmarks like Alexandra Palace and is the home of Tottenham Hotspur Football Club.
- 6.14 Haringey is strategically located in the London-Stansted-Cambridge-Peterborough growth area. With strong links to the City, West End and Stansted Airport the borough is very well placed for both business and commuting. By 2016 it is estimated that approximately 350,000 new London jobs will have been created within one hour commuting time of Haringey. These include the new job opportunities being created at Stratford City and the Olympic 2012 – accessible by rail in 15 minutes from Tottenham Hale.
- 6.15 Haringey has good radial transport links into central London by road, underground and rail. Orbital (east-west) journeys are more difficult by road and rail with only the Barking – Gospel Oak line in the south of the Borough offering rail based public transport. Most of the bus routes operating in the Borough are radial. The nature of the road network and low rail bridges provides some constraint on enhancing orbital travel. Of the 43 bus routes currently serving Haringey all but 10 are high frequency routes.
- 6.16 The Borough has three Underground lines (Victoria, Northern and Piccadilly) and three national rail lines (West Anglia, Great Northern and London Overground). These lines serve four underground stations (Bounds Green, Wood Green, Turnpike Lane, Highgate), nine rail stations (White Hart Lane, Bruce Grove, Northumberland Park, Bowes Park, Alexandra Palace, Hornsey, Harringay, Harringay Green Lanes, South Tottenham) and three rail/underground interchanges (Finsbury Park, Seven Sisters, Tottenham Hale). Nearly all rail and underground stations offer interchange with local bus services while Muswell Hill is an important bus to bus interchange. Finsbury Park, Tottenham Hale and Seven Sisters/South Tottenham are identified as key strategic interchanges in the MTS. Overall the borough is well served by public transport.

- 6.17 The Borough has 351km of roads made up of 30.3km of A roads (7.4km Transport for London Road Network and 22.9km of other Principal roads), 19km B roads, 21.4km of other classified roads and 280.3km of unclassified roads. The TLRN roads are the A1 Archway Road and A10 Tottenham High Road, both running north-south in the Borough. In addition the A105 Wood Green High Road/Green Lanes, A1080 Westbury Avenue/The Roundway (west), A1010 Tottenham High Road and A1000 Great North Road are part of the Strategic road network.
- 6.18 The strategic and local cycle networks comprise 8 LCN Plus links and 4 Greenways routes. The Greenways routes are as follows: Link 1 Parkland Walk south (between Highgate and Finsbury Park); Link 2 Parkland Walk north (between Muswell Hill and Muswell Hill Road); Link 3 Finsbury Park to Lee Valley; Link 4 Highgate to Wood Green.
- 6.19 The borough retains concentrations of employment in industry, offices and warehousing. The Unitary Development Plan identifies 22 Defined Employment Areas (DEAs) in the borough. Collectively the DEAs provide 138 hectares of employment land, over 1,000 buildings, 722 business establishments and nearly 736,000 sq.m of employment floorspace. The borough also contains other smaller employment locations which total a further 17 hectares of employment land.
- 6.20 The borough has a diverse industrial base, with companies operating in a large number of sectors including retail, real estate and manufacturing. There are currently 8,200 businesses in Haringey employing a total of 64,700 people.
- 6.21 A network of parks, open space, wildlife sites and Green Belt is one of Haringey's strengths, making an important contribution to the quality of life. Despite this, parts of Haringey are deficient in different types of open space provision.
- 6.22 The borough has numerous natural and historical assets. It includes part of the Lee Valley Regional Park, which is Green Belt, areas of Metropolitan Open Land, including Alexandra Park and Ecological Valuable Sites of Metropolitan Importance. Alexandra Park and Finsbury Park are Parks and Gardens of Special Historic Interest. The borough contains 29 conservation areas and over 467 listed buildings.
- 6.23 Linked to transport and other factors, Haringey has poor air quality and the whole borough has been declared as an AQMA. For noise, there are various hotspots across the borough that reduce tranquillity levels: this is principally from roads which lead to noise levels of between 55 to 75+ dB(A) on roads such as the A10 and A105.

Data Analysis

- 6.24 The baseline data provides an overview of the environmental and social characteristics of the LIP2 area and where possible how these compare to London and the UK. This overview is presented in Appendix A. The analysis of the baseline data has highlighted a number of key issues in Haringey. These, together with implications and opportunities arising for LIP2, have been summarised in Table 7.1.
- 6.25 Data have been collated and analysed for the following indicators (as detailed in Appendix A):
- Annual Incident Rate per 1,000 population;
 - Motor Vehicle Crime per 1,000 population;
 - NI 119 Self-reported measure of people's overall health and wellbeing;
 - Life expectancy;
 - Number of 'healthy walks' schemes created;
 - Mortality rates per 100,000 for cancer and circulatory disease;
 - NI 8 Adult participation in sport and active recreation for Haringey;
 - NI 055 Obesity in primary school age children in reception for Haringey;
 - NI 199 Children and young people's satisfaction with parks and play areas;
 - Number of people killed and seriously injured overall as a result of transport;
 - Access to Education;
 - Number of "No Car" Households with access to health centres/GPs surgeries, hospitals and supermarkets;
 - ha of accessible green space per 1000 population;
 - NI 176: Working age people with access to employment by public transport (and other specified modes);
 - Deprivation levels;
 - Unemployment levels;
 - Percentage of vacant town centre floor space;
 - Peak Zone A rental data £/m² annum;
 - Type of designated sites and habitats;
 - Condition of designated sites and habitats;
 - Change in priority habitats;
 - Change in priority species;
 - Area of Nature Reserve per 1000 population;
 - Heritage at Risk;
 - Number of Listed Buildings;
 - Extent of Areas of Archaeological Importance;
 - Extent of Conservation Areas;

- Extent of Historic Parks;
- Ancient Woodland;
- Green Heritage Sites;
- Open spaces;
- Extent of Green Belts;
- Number of open spaces achieving Green Flag status;
- Landscape Character Types;
- Water quality - River quality objective;
- Source protection zones;
- Percentage of new homes on previously developed land;
- Extent of Green Belts;
- Number of properties within flood zones;
- NI 189 Flood and coastal erosion risk management;
- Number of planning permissions granted contrary to Environment Agency advice on flood risk;
- NI 188: Planning to adapt to climate change;
- NI 194: Level of air quality – reduction in NO_x and primary PM₁₀ emissions through local authority's estate and operations;
- Percentage of residents who identify the level of pollution as something most in need of improvement;
- CO₂ emissions for road transport sector;
- CO₂ emissions tonnes per capita - road transport;
- Greenhouse gas Footprint (per capita);
- Percentage of households with 2+;
- Travel to work by public transport;
- Congestion (vehicle delay): Person journey time during the morning peak on monitored routes;
- Percentage of network where maintenance should be considered (A roads/ B&C roads);
- Percentage of residents who identify the level of traffic congestion as something most in need of improvement;
- Road traffic - Estimated traffic flows for all vehicle types - excluding Trunk roads (million vehicle kilometres);
- Road traffic - Estimated traffic flows for cars only (million vehicle kilometres);
- Proportion of personal travel made by means other than car
- % of walking and cycling trips per annum;
- Percentage of residents who are very or fairly satisfied with local bus services;
- Percentage of residents who are very or fairly satisfied with local transport information; and

- Amount and percentage of non-residential development complying with car parking.

Data Limitations

- 6.26 The purpose and use of indicators is to provide quantified, objective information in order to show how things change over time. However, they do not explain why particular trends are occurring and the secondary, or knock-on, effects of any changes.
- 6.27 There are several gaps in the data collected as a result of not all the relevant information being available at the local level for recent time periods. However, it is believed that the data sets available provide a comprehensive overview of the sustainability situation in Haringey. Data gaps include information such as:
- Number of crimes reported on public transport; and
 - Travel plan coverage (proportion of workforce).

7. Key Environmental Issues

Introduction

- 7.1 The SEA Directive states that the Environmental Report should provide information on:
“Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC” (Annex I(d))
- 7.2 The analysis of environmental issues influences the development of the SEA framework (see Section 8), in particular in identifying and selecting objectives and indicators.

Methodology

- 7.3 The key environmental issues that are relevant to LIP2 have been identified through an initial draft for comment with Council officers, together with reviews of published documents, analysis of existing data and review of the key issues identified in the Environmental Report prepared previously for LIP1 and the Core Strategy Proposed Submission document. The analysis of environmental issues is iterative and ongoing. Accordingly, as the SEA develops with further stakeholder consultation and involvement, the analysis of these key issues is likely to evolve further.
- 7.4 This review of key environmental issues and problems indicates that there are a number of significant environmental issues in Haringey directly related to transport. These include:
- Deficiency in the road network capacity and traffic congestion;
 - Maximising opportunities for sustainable transport infrastructure;
 - Regeneration and economic and employment growth;
 - Population change and pressures on housing and land;
 - Deprivation and quality of life;
 - Pressures on biodiversity and geodiversity and fragmentation of green infrastructure;
 - Local and global air pollutants;
 - Quality and accessibility of open space and physical activity;
 - Tranquillity levels from noise, vibration and light pollution;
 - General health and health inequalities;
 - Safety;
 - Need for climate change adaptation;
 - Pressure on cultural and historic assets and townscape;
 - Landscape value;
 - Crime, fear of crime and safety;
 - Flooding; and
 - Water Quality.

7.5 These key issues have been summarised in Table 7.1. This table also includes an outline of the potential opportunities for LIP2 to address these issues, in some instances contributing to the wider regeneration initiatives in the Borough. The relevance to the SEA topics outlined in the Directive is indicated in the third column of the table.

Table 7.1 - Key Environmental Issues

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
<p>Deficiency in the road network capacity and traffic congestion</p> <p>Parts of the road network lack capacity, leading to congestion and associated traffic and environmental problems. Improving sustainable transport options is therefore one solution to this issue.</p>	<p>LIP2 should include targeted interventions to improve the efficiency of the existing road network and reduce congestion. The need to make the best use of the current transport system is desirable not only from an environmental perspective but it is also dictated by the resource limitations for new infrastructure.</p> <p>LIP2 can contribute to reducing congestion and encouraging modal shift by facilitating a widening of travel choice through quality integrated facilities and services, public transport, walking and cycling improvements, restricting on street parking, especially in congested areas, network management, travel planning and intelligent transport systems. The introduction of cycle hire schemes, as a cost-effective option, should be considered in this respect.</p> <p>LIP2 should further seek to reduce private car dependency through capped car provision for new developments.</p> <p>LIP2 should consider the use of parking charging as a form of car disincentive at the most congested areas.</p> <p>LIP2 should consider improved coordination and integration of different public transport modes through the use of smart ticketing, allowing passengers to move seamlessly between modes.</p> <p>LIP2 should consider combining engineering and infrastructure measures with publicity or awareness-raising campaigns and/or education and practical offers to promote active modes of transport or physical activity. Green Travel Plans and School Travel Plans should be encouraged through LIP2.</p>	<p>Climatic Factors, Air Quality, Human Health, Population</p>
<p>Maximising opportunities for sustainable transport infrastructure</p> <p>In many respects, Haringey has a good sustainable transport system, with a range of modes of transport and a high</p>	<p>LIP2 should promote further active travel and public transport usage and capacity.</p> <p>LIP2 should promote transport integration.</p>	<p>Climatic Factors, Air, Human Health, Population</p>

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
<p>proportion of active travel and public transport usage. For example, car usage for journeys originating in Haringey accounts for 31% of trips which is significantly lower than the outer London average (51%) but slightly higher than the inner London average (27%). Both bus (20% and a total of 43 routes) and underground (12% and a total of 6 stations) usage is higher for journeys originating in Haringey than either the inner or outer London average for these different modes. There are 2 strategic walking routes in Haringey: the Capital Ring and Lea Valley Walk. Haringey Greenway cycle and walking routes are being implemented to link the green and open spaces of the borough for recreational walking and cycling.</p> <p>However, there is still scope to further improve this and a significant driver given poor air quality issues. For example, transport networks are less developed running across the borough (east to west). Whilst people walk a lot, many car trips are for short journeys only effecting air quality, suggesting further modal shift is possible. Additionally, cycling rates are slightly lower than the rest of London. Additional residential, work and school travel plans can help in sustainable transport.</p>	<p>LIP2 should further encourage walking through additional and improved strategic walking routes.</p> <p>LIP2 should further encourage cycling through cycle routes, cycle training and cycle parking.</p> <p>LIP2 should increase sustainable transport provision and support proposals which provide additional capacity on public transport, in particular for underground and bus services</p> <p>LIP2 should promote transport networks running across the borough (east to west).</p> <p>LIP2 should further promote transport modes such as car clubs through the provision of parking spaces and membership.</p> <p>LIP2 should further promote transport modes such as electric vehicles through the provision of parking spaces and charging points.</p> <p>LIP2 should ensure that residential, work and school travel plans are developed and delivered for planning applications for new development with significant transport implications</p>	
<p>Safety</p> <p>Haringey's road safety, accident prevention, traffic calming and local safety scheme engineering works will continue to deliver a reduction in the numbers of road users killed or seriously injured in accidents. Haringey is on track to meet TfL's 50% reduction target for the number of people killed or serious injured by 2010, although progress is not on track especially for the number of cyclists and motorcyclist killed or seriously injured.</p>	<p>Haringey's LIP2 should contain policies and proposals which aim to achieve the new national road safety targets for 2020 (to be set by DfT in 2010) and any further road safety targets set by the Mayor of London.</p> <p>LIP2 should set out a clear strategy and programme to continue to enhance safety for all road users, especially pedestrians and cyclists and aim to reduce the rate of transport casualties.</p> <p>LIP2 should contribute to an improvement of road safety for users of all modes of transport through measures such as:</p> <p>Traffic management such as 20mph zones, traffic calming and signing;</p> <p>Accident investigation including accident databases and road safety audits;</p>	<p>Human Health, Population</p>

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
	<p>Engineering schemes and enforcement.</p> <p>Education, training and publicity;</p> <p>Safe paths for walking and cycling.</p> <p>The design of traffic calming should be carefully considered to avoid negative effects on the effective operation of public transport, e.g. road humps may adversely affect operation of low floor buses.</p> <p>A more radical approach to street design with people-oriented understanding of public space, known as ‘shared space’ or ‘Home Zones’ should be given consideration where appropriate. Such design of streets and other public spaces would allow tackling not only safety but also congestion, economic vitality and community severance. LIP2 could draw lessons from the best practice schemes of this type within Europe, including the European Shared Space project (2004/08) and through Haringey’s membership of LEPT (London European Partnership for Transport)</p>	
<p>Regeneration and economic and employment growth</p> <p>Regeneration is a key theme and objective in Haringey. This is supported by national funding and also by the London Plan. This focuses particularly on Haringey Heartlands, Tottenham Hale and those industrial areas within Central Leaside. Regeneration aims to tackle many issues and problems, including deprivation, attracting further inward investment and business and creating employment opportunities.</p> <p>Economic and employment growth will also be focused on Haringey’s six main town centres. Wood Green is classified as a Metropolitan Centre – one of only ten in London. Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road are classified as District Centres. In addition, the borough retains concentrations of employment in industry and warehousing, including 22 Defined Employment Areas (DEAs). Haringey’s economy is dominated by small</p>	<p>LIP2 should, through improving accessibility and transport’s affordability, support attracting inward investment, reducing unemployment and tackling deprivation.</p> <p>LIP2 should therefore be coordinated in conjunction with spatial planning and regeneration.</p> <p>LIP2 should maintain and enhance the street environment within each centre, ensuring the retention of business and employment.</p> <p>LIP2 should improve transport links to major employment opportunity areas outside of the borough including Stratford, Brent Cross and Stansted Airport.</p> <p>LIP2 should help achieve the required upgrading/improvements to key transport interchanges to accommodate proposed housing developments and regeneration programmes.</p>	<p>Population, Human Health</p>

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
<p>businesses. 90% of the businesses employ fewer than 10 people</p> <p>Outside the borough, economic and employment growth is likely to take place at locations such as Stratford, Brent Cross and Stansted Airport, which are already relatively accessible.</p> <p>Key transport interchanges require upgrading/improvements to accommodate proposed housing developments and regeneration programmes.</p>		
<p>Population change and pressures on housing and land</p> <p>There are intense pressures on housing in the borough. Haringey's population has grown by 8.4% since 1991 and is projected to grow by a further 21.3% by 2021. Half of the population comes from ethnic minority backgrounds. Haringey has a relatively transient population. Haringey has a young population with a high birth rate.</p> <p>In particular, there is large demand for affordable housing. Future housing growth will place pressure on other land uses, open spaces and local services, particularly schools, and if not carefully integrated will affect the character of the borough.</p> <p>Appropriate service provision is required for all groups of the community in terms of education, housing and health.</p> <p>The high proportion of older people in the borough as a result of an ageing population generally is likely to place increasing pressure on health services in Haringey and require transport and access that is fit-for-purpose.</p>	<p>LIP2 should provide the necessary means of transport and access for new housing and associated services such as education and health.</p> <p>LIP2 should provide stronger orbital public transport capacity to serve key development areas, town centres and residential areas.</p> <p>LIP2 needs to provide transport and access that is appropriate for the high proportion of older people in the borough.</p>	<p>Population, Material Assets, Biodiversity, Flora, Fauna, Landscape, Water, Soil, Air, Human Health, Climatic Factors, Cultural Heritage</p>
<p>Deprivation and quality of life</p> <p>Haringey is the 18th most deprived district in England as measured by the 2007 Index of Multiple Deprivation. There are pockets of multiple deprivation in a number of the wards in Haringey, notably Tottenham Hale, Bruce Grove, White Hart Lane, Northumberland Park, Tottenham Green, Seven Sisters, Haringay and Noel Park. These are particularly concentrated in the centre and east of the borough: 30% of Haringey's</p>	<p>LIP2 should help tackle deprivation and improve quality of life by providing improved access to services, facilities and opportunities, particularly for the most vulnerable and deprived members of the community. This will help tackle social exclusion, improve the public realm (e.g. through improved pedestrian and cycling routes), and in turn support neighbourhood renewal and attract investment. This will in itself help create virtuous cycles, further reducing deprivation and improving</p>	<p>Population, Human Health, Material Assets</p>

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
<p>population live in central and eastern areas in the borough which are amongst the 10% most deprived in England.</p> <p>Much of this deprivation sits around unemployment: in 2008/09, 9.7% of Haringey's residents were unemployed, which was above the London rate (7.4%) and notably higher than the national unemployment rate of 6.2%. Again, variations exist within the borough: Northumberland Park having the highest unemployment rate at 9.1% compared to 2.4% in Muswell Hill.</p> <p>Deprivation has a clear impact on quality of life, for example affecting social cohesion and health and wellbeing.</p>	<p>quality of life.</p> <p>LIP2 should recognise and address the needs of vulnerable groups that need special consideration in transport planning</p>	
<p>Pressures on biodiversity and geodiversity and fragmentation of green infrastructure</p> <p>Haringey is home to a number of statutory and non-statutory biodiversity designations. Parts of the Lee Valley Regional Park fall within the boundary of the LB Haringey. These include Tottenham Marshes, Markfield Park and the Paddock. The Lee Valley Ramsar/SPA site falls just outside the borough boundary. There are 60 SINC's in Haringey (of which 5 are of Metropolitan Importance, 9 of Borough Importance Grade 1, 13 Borough Importance Grade II and 33 of Local Importance). Waste land and derelict sites also have biodiversity value at different sites in the borough.</p> <p>Traffic and transport have the potential to impact on the sites of ecological or geological value and more generally on the network of linked multi-functional green spaces, comprising the local green infrastructure. This is through land take, habitat loss and severance for infrastructure and such construction and operational impacts as noise, vibration, dust, drainage and road kills.</p> <p>Similarly, there are a number of assets in Haringey which exist and which can be capitalised on such as the Lee Valley.</p>	<p>LIP2 should aim to protect designated areas and other areas of ecological and geodiversity value, e.g. by ensuring that planning / design of transport schemes avoid sensitive areas and through the adoption of best practice wildlife friendly designs into road schemes. Where this is not possible, there should be appropriate mitigation and compensation for losses.</p> <p>LIP2 should avoid the fragmentation of green infrastructure, which contributes to protecting natural habitats and biodiversity</p> <p>LIP2 should seek to improve air quality especially relating to its impact to designated sites such as the Lee Valley RAMSAR/SPA.</p> <p>LIP2 should take account of the potential for biodiversity creation in brownfield sites despite the emphasis on redeveloping such sites.</p> <p>LIP2 should explore opportunities for new habitat creation and enhancement associated with transport developments, e.g. through the use of appropriate native local species in landscaping plans. The Lee Valley presents a significant recreational waterway which could serve to link Haringey with developments in East London, most notably the Olympic Park.</p> <p>LIP2 should maintain and enhance the green infrastructure and green corridors</p>	<p>Biodiversity, Fauna, Flora</p>

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
	<p>through, for example, greening foot paths, cycle lanes and other public rights of ways. The East London Green Grid Framework presents an opportunity for Haringey to enhance inter-borough green corridors.</p>	
<p>Local and global air pollutants</p> <p>The whole of Haringey has been declared an AQMA. Air quality throughout the borough is adversely affected by motor vehicle traffic. Air quality is generally improving in London and in Haringey but there are still shortfalls against EU standards for PM₁₀ and NO₂. For example, at the Haringey town hall monitoring site, targets for PM10 were missed in 2006. Meanwhile, at the Priory Park monitoring site, NO₂ targets are not being met. Air quality is worse in the east of the borough.</p> <p>Reducing carbon and greenhouse gas emissions is a key issue for Haringey and all levels of local, regional and national government. Since 2005, total CO₂ emissions have fallen from 4.5 to 4.3 tonnes per capita in 2007. This covers business and public sector, domestic housing, and road transport. Specifically in relation to transport, CO₂ emissions have fallen from 197 to 195 kilotonnes in the same period. Road transport makes up about 20% of all carbon emissions. Haringey ranks about middle in per capita reductions in CO₂ emissions against other London boroughs.</p>	<p>LIP2 should prioritise zero or low carbon modes of transport.</p> <p>LIP2 should integrate different modes of transport (see also Maximising opportunities for sustainable transport infrastructure above).</p> <p>LIP2 should promote the use of local materials where practicable to help reduce transport costs and emissions. Sustainable procurement for wider transport infrastructure should be encouraged through LIP2.</p> <p>LIP2 should support innovative technologies such as regenerative braking on train lines which help save demands on electricity supply.</p> <p>LIP2 could include proposals for specific levels of fuel efficiency and vehicle selection criteria for public transport vehicles.</p> <p>LIP2 could include supporting infrastructure for low emission vehicles. For example, Haringey could consider establishing itself as a forerunner in the trialling and adoption of electric vehicle charging infrastructure;</p> <p>LIP2 could include the use of new Intelligent Transport Systems technologies (e.g. bus priority controls and traffic signals) to reduce congestion and therefore CO₂ emissions.</p> <p>LIP2 could improve energy-efficiency of public transport and promote the use of alternative energy sources such as sustainable bio-fuels.</p>	<p>Air, Climatic Factors, Human Health, Population, Biodiversity</p>
<p>Quality and accessibility of open space and physical activity</p> <p>Haringey has a network of open spaces such as the Lee Valley Regional Park and Metropolitan Green Belt, Metropolitan Open Land (Alexandra Park) and Significant Local Open Land, together with smaller open spaces. There is about 1.7 ha of accessible green space per 1000 population and</p>	<p>LIP2 should maintain, enhance and link strategic landscape and open space resources. This includes green infrastructure and waterways such as the River Lee.</p> <p>LIP2 should aim to improve smaller scale open spaces, for example through greening and tree planting in areas around highways and junctions.</p> <p>LIP2 should help encourage public</p>	<p>Landscape, Human Health, Population</p>

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
<p>11 open spaces have received Green Flag status. Strategic landscape and open space resources should be maintained, enhanced and, where possible, linked.</p> <p>Levels of adult participation in sport, which is linked to open space, stands at around 20.81% for Haringey which is broadly in line with national and north London averages, which have all declined in the past few years. Reversing this trend is important and can be supported through good transport.</p>	<p>accessibility to open space and the movement of people within open areas via an integrated network of green space into and through the study area. LIP2 has the potential to improve accessibility to open space through the Rights of Way Improvement Plan. LIP2 can also help create and link new areas of open space.</p> <p>LIP2 should also aim to promote enjoyment of open spaces and encourage regular physical activity for children and adults as part of a healthy lifestyle to reduce obesity levels and associated health problems.</p>	
<p>Tranquillity levels from noise, vibration and light pollution</p> <p>A number of factors contribute to low tranquillity levels across different parts of the borough, including population density and levels of activity. This leads to noise, vibration and light pollution. Noise levels throughout the borough are dominated by motor vehicle traffic noise, as shown for example by Defra noise map noise levels of between 55 to 75+ dB(A) on the A10 and A105. Noise is also generated by railway lines and industrial point sources.</p> <p>Reduced tranquillity can impact on mental and physical wellbeing.</p>	<p>LIP2 should reduce the need to travel and promote and prioritise the use of non-motorised transport and schemes. This will in turn minimise noise, vibration and light pollution and improve tranquillity. Conversely, LIP2 should avoid the development of schemes which threaten tranquillity, such as new or widened roads.</p> <p>LIP2 should include requirements for road designs that minimise pollution where such schemes are necessary. For noise, for example, this includes specifying quieter surfaces and mitigation technologies like barriers and double-glazing. For light, this includes the use of street lamps of a specification that reduces light pollution.</p> <p>LIP2 should promote the use of silent vehicles, such as electric vehicles.</p>	Landscape, Human Health
<p>General health and health inequalities</p> <p>Health in Haringey is generally in line with the picture in London and the UK and shows overall gradual improvement in the past few years. For example, life expectancy is 76 for men and 82.1 for women. Similarly, rates for cancer and circulatory diseases are slightly lower than London averages.</p> <p>However, there is still plenty of scope to improve health generally and in particular, to tackle pockets where health is a particular issue. Areas of health and disability deprivation tend to be consistent with those where there is wider deprivation. Two Super Output</p>	<p>LIP2 should encourage healthier lifestyles by providing environments that promote good physical and mental health, e.g. through promotion of active modes of travel such as walking and cycling, through the improvement of local air quality and tranquillity levels.</p> <p>LIP2 should also improve accessibility to health, recreation, community and employment facilities and opportunities and be affordable and efficient.</p> <p>LIP2 should recognise the significant tangible health benefits that results in access to green open space especially from areas of high social deprivation.</p>	Human Health, Population

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
<p>Areas (SOAs) are amongst the 10% most deprived in the country. Generally speaking, the eastern part of borough has higher levels of health and disability deprivation, with many areas in the top 20% most deprived, including Tottenham Green, Northumberland Park, Bruce Grove and Noel Park.</p>		
<p>Need for climate change adaptation</p> <p>Transport is a major contributor to greenhouse gases and hence climate change. Climate change in Haringey may lead to the increased damage to roads through flooding and summer cracking. This would result in increased instances of disturbances to traffic flows and potentially increased air pollution. To ensure a comfortable travelling temperature public transport may require air conditioning during hotter summers.</p>	<p>LIP2 should take account of the predicted climate changes and investigate potential solutions for transport infrastructure and public transport fleet adaptability to these changes.</p> <p>Increased air conditioning in vehicles will increase energy consumption and transport costs, but it would make public transport more attractive and therefore it may need to be considered. Focus on energy efficiency improvement in air conditioning systems through better design, installation and operation of equipment which will help mitigate negative effects.</p> <p>LIP2 should require the use materials and techniques (e.g. specialist road surfaces) which have been tested for durability outside the normal range of the UK's climatic/weather conditions, including extreme incidents, both during winter and summer time. LIP2 can inform asset management plans in these terms to help authorities be prepared for such events.</p> <p>LIP2 should include a requirement for a periodic review of maintenance procedures to take into account climate change factors.</p> <p>LIP2 should take into account carbon assessment as a means of tracking and reducing the impacts transport has to climate change. Without benchmarking any improvement may be difficult to quantify. An example of this could be the energy efficiency of Street lighting and the need to reduce its carbon footprint.</p> <p>LIP2 should encourage climate change adaptation through measures such as:</p> <ul style="list-style-type: none"> • making best use of existing transport infrastructure; • making use of green 	<p>Climatic Factors, Material Assets, Human Health, Population</p>

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
	<p>infrastructure associated with transport networks for climate change adaptation e.g. carbon storage, sustainable drainage, energy generation and water conservation;</p> <ul style="list-style-type: none"> reducing the need to travel and promoting more sustainable modes (e.g. public rights of way and wider access network improvements) and behaviours. <p>See also recommendations listed for Flooding Issue above.</p>	
<p>Pressure on cultural and historic assets and townscape</p> <p>Haringey has a large number of cultural and historic assets, including Conservation Areas (29 in total), Areas of Archaeological Importance (22 in total) and listed buildings (467 listed buildings, 6 of which are grade I listed, 17 are classified as at risk). Finsbury Park and Alexandra Park are identified as historically important parks by English Heritage, with a number of more locally designated public spaces. All cultural and historic assets could be vulnerable to potential damage and destruction as a result of increased pressure from development and regeneration within the Borough.</p> <p>More generally, transport can affect townscape and the quality of street environments and the public realm and consideration should be given to enhancing this wherever possible.</p> <p>Transport can impact on the historic environment in two ways: existing traffic, and the construction of new infrastructure.</p> <p>Increasing levels of congestion have an impact on towns, cities and countryside and queues of traffic affect quality of life; they detract from historic areas and buildings, communities are severed, and parking requirements take up increasing space.</p> <p>New transport infrastructure can present a greater, and often irreversible, threat to the historic environment as development can affect historic landscapes and may cause</p>	<p>LIP2 should aim to preserve and where possible enhance cultural and historic assets and townscape character.</p> <p>LIP2 should aim to preserve and enhance the condition, character and setting of assets.</p> <p>LIP2 should also seek to increase access to cultural heritage and historic assets, including conforming to DDA requirements.</p> <p>LIP2 should encourage a high quality urban environment that supports active travel.</p> <p>LIP2 should also seek to reduce damaging Air Quality in order to mitigate damage to cultural assets.</p> <p>LIP2 should present opportunities to invest in the historic environment in line with the Mayor's Transport Strategy and English Heritage's Streets for All.</p>	<p>Cultural Heritage, Landscape, Air Quality</p>

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
<p>direct damage to archaeological sites, monuments and buildings⁶.</p>		
<p>Landscape value</p> <p>Landscape areas include open spaces such as the Lee Valley Regional Park and Metropolitan Green Belt, Metropolitan Open Land (Alexandra Park) and Significant Local Open Land. Landscape resources also include important parks such as Finsbury Park and Alexandra Park.</p> <p>These are important not only from a landscape perspective but also for recreation, biodiversity and health.</p>	<p>LIP2 should maintain, enhance and link strategic landscape and open space resources. This includes green infrastructure and waterways such as the River Lee.</p> <p>LIP2 should conserve and enhance local landscape character and quality and local distinctiveness.</p>	<p>Landscape, Cultural Heritage, Biodiversity</p>
<p>Crime, fear of crime and safety</p> <p>Crime rates are relatively high across the borough and incidences of crime and disorder are evenly spread across the borough. That said, crime is falling in some measures: for example, in 2006/7 there were 136.3 offences per 1,000 residents, compared to 157.6 for the previous year.</p>	<p>LIP2 should help reduce crime, fear of crime and promote safe communities through good design and measures such as enhanced street lighting, extending the CCTV network on public transport and at interchanges.</p> <p>LIP2 should consider obtaining safety standards accreditation for schemes, following the example of rail stations going through the secure stations initiative.</p>	<p>Population, Human Health</p>
<p>Flooding</p> <p>There are varying levels of flood risk within the borough. The main risks from fluvial flooding relate to the River Lee and its tributaries (the Moselle Brook and Pymmes Brook). The potentially affected flood risk area is concentrated mostly in the eastern part of the borough.</p> <p>In respect to surface water flooding, clearly the flatter and low lying places are more vulnerable but these areas are not the exception and localised variations can be found across the borough.</p> <p>New transport schemes have the potential to exacerbate the existing flood risk by displacing flood storage due to land-raising; impinging landtake from waterways; and by adversely changing the drainage regime from land in transport use.</p>	<p>LIP2, along with other plans, should help to provide access to areas which are suitable for development which are at lower risk from flooding.</p> <p>LIP2 should have regard to the risk of flooding and take into consideration the effects of climate change which could accentuate this risk.</p> <p>LIP2 should aim to limit the frequency and severity of flooding incidents through, for example, ensuring that road infrastructure design includes improved drainage standards to allow for increases in rainfall intensity of 20% and vegetated drainage systems where appropriate. The use of impermeable hard surfacing, e.g. concrete, should be minimised and SUDS should be used where practicable.</p>	<p>Climatic Factors, Landscape, Flora and Fauna, Water, Material Assets, Population</p>

⁶ More information can be found in "Transport and the Historic Environment, English Heritage 2004"

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
<p>Water Quality</p> <p>The majority of London’s public water supplies, including for Haringey, come from the rivers Thames and Lee. The remaining supplies are obtained from groundwater sources situation beneath the London Borough’s from the confined chalk aquifer. It is therefore important to protect water quality for public water supply.</p> <p>The River Lee (including the Lee Navigation) on the borough’s eastern boundary is the principal watercourse in the area. Upstream of its upper confluence with Pymmes Brook the Lee has been assigned River Quality Objective class 2 whilst downstream of the lower confluence water quality is RQO 3. These are indicative of good quality water which should remain so.</p> <p>There are also inner and outer groundwater Source Protection Zones SPZs related to the River Lee and also centred on North London Artificial Recharge wells in Wood Green, Tottenham and Hornsey. Land use activities within the SPZs are closely monitored by the Environment Agency.</p>	<p>LIP2 should seek to prevent pollution of watercourses and groundwater within areas of high vulnerability. It should also encourage the reduction in the channelling of surface water run-off into the surface water drainage system by incorporating sustainable drainage systems in road drainage design to convey, store and treat runoff and by promoting porous surfacing for transport infrastructure.</p>	<p>Water, Biodiversity, Flora and Fauna</p>
<p>Contaminated land</p> <p>There are a number of sites around the borough which are potentially contaminated. Although it is unlikely that transport schemes will be constrained by or remediate such sites, this needs to be given due attention in LIP2</p>	<p>LIP2 should identify potentially contaminated land sites and look to mitigate the effects of such sites on any future transport development. Where such sites have to be utilised then these sites should be suitably remediated in order to mitigate any future risks.</p>	<p>Material Assets, Human Health, Soil, Population</p>

8. SEA Framework

Introduction

- 8.1 The assessment framework is a key component in completing the SEA by synthesising the baseline information, review of policies, plans and programmes and key environmental issues into a systematic and easily understood tool that allows the prediction and assessment of effects arising from the implementation of the plan. Although the SEA Directive does not specifically require the use of objectives or indicators in the SEA process, they are a recognised and useful way in which environmental effects can be described, analysed and compared at key stages of the plan development
- 8.2 Defining these objectives before the plan is written gives an early indication of the environmental issues that will require particular attention in the plan making process. They also ensure that a new or revised plan is consistent with the strategic aims of the partner authorities, with all related plans, and is consistent with European, UK Government and regional policies.
- 8.3 The SEA framework has been made of a set of objectives and indicators against which the proposals in the LIP2 were assessed.
- 8.4 The draft Haringey LIP2 SEA framework has brought together the other activities undertaken during Stage A of the SEA process. The SA framework developed for the Core Strategy was used as a starting point for this exercise (see Appendix B). The Core Strategy is a very recent publication and the sustainability objectives and indicators have been shaped by previous SEA/SA exercises, including consultation.
- 8.5 However, given that the Core Strategy is a spatial plan and not a transport plan, some refinement to it has been necessary (see Table 8.1). Additionally, the Core Strategy was subjected to a Sustainability Appraisal incorporating SEA covering environmental, social and economic issues whereas SEA covers environmental and social issues only.

Table 8.1 – Haringey Core Strategy SA Objectives and links to SEA Framework for LIP2

No	Core Strategy SA Objective	Relevance to SEA
1.	To reduce crime, disorder and fear of crime	SEA objective 1. Added reference to promoting safer communities.
2.	To improve levels of educational attainment for all age groups and all sectors of society	Not directly relevant
3.	To improve physical and mental health for all and reduce health inequalities	SEA objective 2
4.	To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents.	Not directly relevant
5.	To protect and enhance community spirit and cohesion.	Not directly relevant
6.	To improve access to services and amenities for all groups	SEA objective 3. Added reference to opportunities.
7.	To encourage sustainable economic growth and business development across the borough.	Not directly relevant
8.	To develop the skills and training needed to establish and maintain a healthy labour pool	Not directly relevant
9.	To encourage economic inclusion	Not directly relevant
10.	To improve the vitality and vibrancy of town centres	SEA objective 4
11.	To protect and enhance biodiversity.	SEA objective 5. Added green infrastructure and geodiversity
12.	To protect and enhance the borough's townscape and cultural heritage resources	SEA objective 6. Added reference to distinctiveness.
13.	To protect and enhance the borough's landscape resources.	SEA objective 7
14.	To protect and enhance the quality of water features and resources.	SEA objective 8
15.	To encourage the use of previously developed land	SEA objective 9. Added reference to protecting soils
16.	To adapt to climate change.	SEA objective 10. Added additional wording to clarify
17.	To protect and improve air quality.	SEA objective 11
18.	To limit climate change by reducing CO2 emissions	SEA objective 12. Amended wording to make wider reference to other GHGs
19.	To ensure the sustainable use of natural resources	SEA objective 13
20.	To promote the use of sustainable modes of transport.	SEA objective 14. Added additional wording to clarify

- 8.6 Attention has also been paid to the Haringey LIP1 SEA framework, although this framework is now considered to be slightly out of date.
- 8.7 The SEA objectives have been worded so that they reflect one single desired direction of change for the theme concerned and do not overlap with other objectives. They include both externally imposed social and environmental objectives and others devised specifically in relation to the context of the LIP2 being prepared. The SEA objectives have also been worded to take account of local circumstances and concerns feeding from the analysis of environmental / sustainability problems and opportunities.
- 8.8 Existing indicators have been used as often as possible. In some cases, specific new indicators have been proposed which will require monitoring by relevant bodies should significant effects relating to the SEA objectives concerned be identified as part of the assessment of effects during SEA Stage C. These proposed indicators aim to capture the change likely to arise from the LIP2 implementation and will play a role in the assessment itself.
- 8.9 As the SEA progressed the preliminary set of indicators has been refined for the purposes of establishing a monitoring programme (see section 13).

SEA Framework

- 8.10 The SEA framework, consisting of objectives and indicators, is set out in Table 8.2.

Table 8.2 –SEA Framework

Key to Data Availability for Indicators

Bold = Known data for Haringey

Underlined = Data for Haringey on SEA currently unknown

ID	SEA objective	Indicator	SEA Topics
1	To reduce crime, disorder and fear of crime and promote safe communities	Annual Incident Rate per 1,000 population	Population, Human Health
		Motor Vehicle Crime per 1,000 population	Population, Human Health
		<u>Number of crimes reported on public transport</u>	Population, Human Health
2	To improve physical and mental health for all and reduce health inequalities	NI 119 Self-reported measure of people's overall health and wellbeing	Population, Human Health
		Life expectancy	Population, Human Health
		Number of 'healthy walks' schemes created	Population, Human Health
		Mortality rates per 100,000 for cancer and circulatory disease	Population, Human Health
		NI 8 Adult participation in sport and active recreation for Haringey	Population, Human Health
		NI 055 Obesity in primary school age children in reception for Haringey	Population, Human Health

ID	SEA objective	Indicator	SEA Topics
		NI 199 Children and young people's satisfaction with parks and play areas	Population, Human Health
		Number of people killed and seriously injured overall as a result of transport.	Population, Human Health
3	To improve access to services, amenities and opportunities for all groups	Access to Education	Population, Human Health
		Percentage of "No Car" Households	Population, Human Health
		Number of "No Car" Households with access to: * health centres/GPs surgeries * hospitals * supermarkets	Population, Human Health
		Ha of accessible green space per 1000 population	Population, Human Health
		% of Rights of Way that are easy to use (former BVPI 178)	Population, Human Health
		NI 176: Working age people with access to employment by public transport (and other specified modes)	Population, Human Health
		<u>NI 175 Access to services and facilities by public transport, walking and cycling:</u> a) <u>Proportion of 16-19 yr olds living within 30 minutes by public transport of 4 main centres of Post 16 education</u> b) <u>Proportion of patients living within 30 minutes of a hospital</u>	Population, Human Health
		<u>Pedestrian crossings with facilities for disabled people</u>	Population, Human Health
		<u>Number of LIP2 initiatives to improve access to essential facilities</u>	Population, Human Health
		<u>LIP2 initiatives to improve access to essential facilities for residents in the top 10% most deprived areas in the country</u>	Population, Human Health

ID	SEA objective	Indicator	SEA Topics
		Deprivation levels	Population, Human Health
		Unemployment levels	Population, Human Health
		<u>Number of improvement schemes for pedestrian and cycle routes and green networks</u>	Population, Human Health
		<u>% of bus fleet complying with DiPTAC Levels of Accessibility for disabled and mobility impaired passengers</u>	Population, Human Health
		<u>Use of targeted fare concessions</u>	Population, Human Health
4	To improve the vitality and vibrancy of town centres	Percentage of vacant town centre floor space	Population, Material Assets
		Peak Zone A rental data £/m2 annum	Population, Material Assets
5	To protect and enhance biodiversity, including both habitats and species, green infrastructure and geodiversity	Type of designated sites and habitats	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		Condition of designated sites and habitats	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		Change in priority habitats	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		Change in priority species	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors

ID	SEA objective	Indicator	SEA Topics
		Area of Nature Reserve per 1000 population	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		<u>Number of RIGGS</u>	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		<u>Number of schemes promoting conservation and enhancement of biodiversity</u>	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		<u>NI 197 Improved local biodiversity – active management of local sites</u>	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
6	To protect and enhance the borough's townscape character and quality, distinctiveness and cultural heritage resources	Heritage at Risk (HAR)	Cultural Heritage, Material Assets, Landscape
		Number of Listed Buildings	Cultural Heritage, Material Assets, Landscape
		Extent of Areas of Archaeological Importance	Cultural Heritage, Material Assets, Landscape
		Extent of Conservation Areas	Cultural Heritage, Material Assets, Landscape
		Extent of Historic Parks	Cultural Heritage, Material Assets, Landscape
		Ancient Woodland	Cultural Heritage, Material Assets, Landscape
		Green Heritage Sites	Cultural Heritage, Material Assets, Landscape

ID	SEA objective	Indicator	SEA Topics
		<u>% change in landscape areas, open space areas and green verges; area of valued townscape harmed by change</u>	Cultural Heritage, Material Assets, Landscape
7	To protect and enhance the borough's landscape resources, character and quality	Open spaces	Landscape, Soil, Human Health, Climatic Factors, Water, Air
		Extent of Green Belts	Landscape, Soil, Human Health, Climatic Factors, Water, Air
		Number of open spaces achieving Green Flag status	Landscape, Soil, Human Health, Climatic Factors, Water, Air
		<u>Number of schemes aimed at improving streetscapes</u>	Landscape, Soil, Human Health, Climatic Factors, Water, Air
8	To protect and enhance the quality of water features and resources	Water quality - River quality objective	Water, Soil, Landscape, Biodiversity, Flora and Fauna
		<u>Standards of drinking water from SPZs</u>	Water, Soil, Landscape, Biodiversity, Flora and Fauna
		<u>Number of pollution incidents attributable to transport related activities</u>	Water, Soil, Landscape, Biodiversity, Flora and Fauna
9	To encourage the use of previously developed land and protection of soils	<u>Proportion of land that is previously developed</u>	Soil, Climatic Factors, Material Assets, Landscape, Human Health

ID	SEA objective	Indicator	SEA Topics
		Percentage of new homes on previously developed land	Soil, Climatic Factors, Material Assets, Landscape, Human Health
		Extent of Green Belts	Soil, Climatic Factors, Material Assets, Landscape, Human Health
10	To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions	Number of properties within flood risk zones	Climatic Factors, Water, Human Health, Material Assets
		NI 189 Flood and coastal erosion risk management	Climatic Factors, Water, Human Health, Material Assets
		<u>Number of new transport schemes in flood risk areas</u>	Climatic Factors, Water, Human Health, Material Assets
		Number of planning permissions granted contrary to Environment Agency advice on flood risk	Climatic Factors, Water, Human Health, Material Assets
		NI 188: Planning to adapt to climate change	Climatic Factors, Water, Human Health, Material Assets
11	To protect and improve air quality	NI 194: Level of air quality – reduction in NOx and primary PM10 emissions through local authority’s estate and operations	Air, Human Health, Climatic Factors
		Percentage of residents who identify the level of pollution as something most in need of improvement	Air, Human Health, Climatic Factors

ID	SEA objective	Indicator	SEA Topics
12	To limit climate change by reducing greenhouse gas, including CO ₂ emissions	CO₂ emissions for road transport sector	Climatic Factors, Air, Human Health, Population
		CO₂ emissions tonnes per capita - road transport	Climatic Factors, Air, Human Health, Population
		Greenhouse gas Footprint (per capita)	Climatic Factors, Air, Human Health, Population
		<u>Proportion of Council and bus fleets using alternative fuel technology.</u>	Climatic Factors, Air, Human Health, Population
		<u>Number of transport schemes featuring energy efficient design and/or use of renewable energy</u>	Climatic Factors, Air, Human Health, Population
		<u>Proportion of street lamps which are energy efficient</u>	Climatic Factors, Air, Human Health, Population
13	To ensure the sustainable use of natural resources	<u>Percentage of secondary aggregate used in maintenance or new build.</u>	Material Assets, Climatic Factors, Population
		<u>Proportion of road materials that are recycled</u>	Material Assets, Climatic Factors, Population
14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel	Percentage of “No Car” Households	Population, Human Health, Air, Climatic Factors, Landscape
		Percentage of households with 2+ cars	Population, Human Health, Air, Climatic Factors, Landscape

ID	SEA objective	Indicator	SEA Topics
		Travel to work by public transport	Population, Human Health, Air, Climatic Factors, Landscape
		<u>NI 198 Children travelling to school – mode of travel usually used</u>	Population, Human Health, Air, Climatic Factors, Landscape
		Congestion (vehicle delay): Person journey time during the morning peak on monitored routes	Population, Human Health, Air, Climatic Factors, Landscape
		Percentage of network where maintenance should be considered (A roads/ B&C roads)	Population, Human Health, Air, Climatic Factors, Landscape
		Percentage of residents who identify the level of traffic congestion as something most in need of improvement	Population, Human Health, Air, Climatic Factors, Landscape
		<u>Vehicle kilometres per average weekday</u>	Population, Human Health, Air, Climatic Factors, Landscape
		Road traffic - Estimated traffic flows for all vehicle types - excluding Trunk roads (million vehicle kilometres)	Population, Human Health, Air, Climatic Factors, Landscape
		Road traffic - Estimated traffic flows for cars only (million vehicle kilometres)	Population, Human Health, Air, Climatic Factors, Landscape
		Proportion of personal travel made by means other than car	Population, Human Health, Air, Climatic Factors, Landscape

ID	SEA objective	Indicator	SEA Topics
		<u>% of vehicles with more than one occupant on key routes in the town centre</u>	Population, Human Health, Air, Climatic Factors, Landscape
		<u>Modal Split</u>	Population, Human Health, Air, Climatic Factors, Landscape
		<u>NI 178: Bus services running on time</u>	Population, Human Health, Air, Climatic Factors, Landscape
		<u>Number of 'walking bus' routes at Primary School</u>	Population, Human Health, Air, Climatic Factors, Landscape
		% of walking and cycling trips per annum	Population, Human Health, Air, Climatic Factors, Landscape
		Percentage of residents who are very or fairly satisfied with local bus services	Population, Human Health, Air, Climatic Factors, Landscape
		Percentage of residents who are very or fairly satisfied with local transport information	Population, Human Health, Air, Climatic Factors, Landscape
		<u>Number of schemes for improving transport coordination and integration, including interchange between cycling and other forms and travel</u>	Population, Human Health, Air, Climatic Factors, Landscape

ID	SEA objective	Indicator	SEA Topics
		<u>Travel plan coverage (proportion of workforce)</u>	Population, Human Health, Air, Climatic Factors, Landscape
		Amount and percentage of non-residential development complying with car parking standards	Population, Human Health, Air, Climatic Factors, Landscape
15	To reduce noise, vibration and light pollution	<u>Number of noise complaints received relating to transport activities</u>	Human Health, Population
		<u>Noise Levels</u>	Human Health, Population
		<u>Proportion of street lamps which reduce light pollution</u>	Human Health, Population

Predicted Future Trends

- 8.11 The starting points for the prediction of future trends are current conditions and trends. The existing environmental and social baseline and associated current trends for Haringey is presented in Appendix A.
- 8.12 The SEA Directive requires the consideration of the likely evolution of the state of the environment without the implementation of the plan being assessed. There will be a number of external influences that will affect the state of Haringey's social, natural, built and economic environment during the lifetime of LIP2. Key local and regional planning documents that will influence Haringey's future trends without the implementation of LIP2 are:
- Haringey's Community Strategy (2007 – 2016);
 - Haringey's Local Development Framework;
 - Mayor of London's Plan.
- 8.13 The SEA framework (Table 8.2) is the key tool used in the assessment of effects. The prediction of effects, in terms of their magnitude, frequency, duration, and spatial extent, is conducted via detailed analysis of the baseline data. It is thus important to ensure that critical aspects of the baseline can be directly related to the objectives and indicators of the SEA framework. Determining the significance of predicted effects is perhaps the most critical task in the SEA. The picture that the baseline presents in terms of the SEA framework is the starting point for this.
- 8.14 Table 8.3 presents a preliminary analysis of the fundamental characteristics of the baseline (current conditions and predicted trends without LIP2) against the draft SEA objectives using a simple three-point normative scale as follows:
- Current Conditions - good/moderate/poor;
 - Future Trends (without plan implementation) - improving/stable/declining.
- 8.15 Table 8.3 indicates that without the implementation of LIP2 the predicted future trends show a decline in performance against a number of SEA objectives, including air quality, transport related CO₂ and promoting sustainable transport as well as energy efficiency and efficient resource management. Missed opportunities will occur for topics like improving the vitality and vibrancy of town centres although it is acknowledged that there may be improvements for topics such as biodiversity and landscape without LIP2.

Table 8.3 – SEA Baseline Condition and Future Trends Summary

ID	SEA objective	Baseline condition	Future trends without LIP2	Future trends comments	Limitations of data
1	To reduce crime, disorder and fear of crime and promote safe communities	Poor	Improving	Without LIP2, other factors such as the police will seek to ensure that crime levels reduce.	No comparator data
2	To improve physical and mental health for all and reduce health inequalities	Moderate	Stable	Although LIP2 provides a potentially significant opportunity to improve the health levels through reduced air pollution and increased exercise, other factors such as the local PCT are likely to also have an effect on the health levels of the population.	Some missing trend and comparator data but good overall
3	To improve access to services, amenities and opportunities for all groups	Moderate	Stable	Without LIP2, the specific needs of the borough with regards to accessibility to services and facilities may not be addressed. However, other influences such as the economy, LEAs and local development frameworks at least provide services, amenities and opportunities.	Some missing trend and comparator data, some data unknown
4	To improve the vitality and vibrancy of town centres	Good	Stable	Without LIP2, it is likely that transport and access may constrain economic growth which support the vitality and viability of centres but is not deemed to be the key factor, especially in comparison to wider economic circumstances	None
5	To protect and enhance biodiversity, green infrastructure and geodiversity	Moderate	Improving	As the sites are designated by international, national or local legislation, it is likely that sites protected for biodiversity importance will improve without LIP2.	Some missing data

ID	SEA objective	Baseline condition	Future trends without LIP2	Future trends comments	Limitations of data
6	To protect and enhance the borough's townscape, distinctiveness and cultural heritage resources	Good	Stable	National as well as local organisations have responsibility for maintaining and enhancing heritage assets themselves. Therefore the current condition is likely to remain stable.	Some missing trend and comparator data, some data unknown
7	To protect and enhance the borough's landscape resources	Good	Improving	Without LIP2, trends in the quality of open space are likely to continue.	Some missing trend and comparator data, some data unknown
8	To protect and enhance the quality of water features and resources	Moderate	Stable	The EA regulates water quality. As such, quality is likely to continue to improve.	Some missing trend and comparator data
9	To encourage the use of previously developed land and protection of soils	Good	Stable	Development is likely to continue to be on Previously Developed Land and therefore future is likely to be stable in comparison to current condition	No comparator data
10	To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions	Moderate	Stable	This will be regulated by the council planning department.	Some missing trend and comparator data, some data unknown
11	To protect and improve air quality	Poor	Declining	Without LIP2, current trends in a deterioration in air quality are likely to continue	Some missing comparator and trend data
12	To limit climate change by reducing greenhouse gas, including CO ₂ , emissions	Good	Declining	It is suggested that without LIP2, CO ₂ emissions from transport will increase, reversing current trends. The local implementation of transport schemes is likely to be key in the delivery of this objective.	Some missing comparator and trend data

ID	SEA objective	Baseline condition	Future trends without LIP2	Future trends comments	Limitations of data
13	To ensure the sustainable use of natural resources	Poor	Improving	No known data is available against this objective but an assumption has been made in respect to current baseline and future trends.	No known data
14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel	Good	Stable	Haringey has comparatively high levels of sustainable transport modes including public transport and active travel. Without LIP2, these high levels are likely to remain stable.	Some missing trend and comparator data, some data unknown
15	To reduce noise, vibration and light pollution	Moderate	Declining	No known data is available against this objective but an assumption has been made in respect to current baseline and future trends.	No known data

Key:

Current Conditions - good/moderate/poor

Good
Mod
Poor

Future Trends – improving/stable/declining

Improving
Stable
Declining

9. Compatibility Assessment Between LIP2 and SEA Objectives

- 9.1 In order to ensure that the objectives of LIP2 are in accordance with environmental as well as wider sustainability principles, these have been tested for compatibility against the SEA objectives. This process is called the compatibility assessment. It helps identify potential synergies and inconsistencies and helps to refine LIP2 objectives as well as in identifying strategic alternatives, the next stage of work.
- 9.2 The compatibility assessment has been undertaken by assessing the compatibility of preliminary LIP2 objectives (numbered 1-10 down a vertical axis) against SEA objectives (numbered 1-15 across a horizontal axis). The outcomes of this process are represented in Table 9.1.
- 9.3 A discussion of the findings follows. A series of recommendations have been made that seek to improve the clarity of the LIP2 objectives and ensure greater compatibility with the SEA objectives.

Table 9.1 – Compatibility Assessment

		SEA Objectives																
LIP2 Objectives		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		
1	Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough	✓	✓	✓	✓									?	✓	?		
2	Ensure Haringey's transport network can accommodate increases in travel demand by increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel		✓	✓	✓		?	?	?			✓	✓	?	✓	?		
3	Tackle traffic congestion by reducing car usage through measures which promote alternatives to private car ownership and encourage a modal shift towards sustainable forms of transport	✓	✓	?	✓	?	?	?				✓	✓	✓	✓	✓		
4	Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents	?	✓	✓	✓		?	?				✓	✓	✓	✓	✓		
5	Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users		✓															
6	Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale	✓	✓	✓	✓		?	?		?		?	?	?	?	?		
7	Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of low carbon transport alternatives					?					?	✓	✓	✓				
8	Reduce crime, the fear of crime and anti-social behaviour on all modes of transport through Haringey	✓	✓		✓										✓			
9	Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport		✓			✓	✓					✓	✓					
10	Improve the condition of principal roads and footways within the borough and increase satisfaction with the condition of the network	✓	?	✓	?	?	?		?		?		?	X	?	?		
		✓	Broadly compatible					X	Potential conflict									
			Not relevant					?	Dependent on nature of implementation									
SEA Objectives																		
1	To reduce crime, disorder and fear of crime and promote safe communities								9	To encourage the use of previously developed land and protection of soils								
2	To improve physical and mental health for all and reduce health inequalities								10	To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions								
3	To improve access to services, amenities and opportunities for all groups								11	To protect and improve air quality								
4	To improve the vitality and vibrancy of town centres								12	To limit climate change by reducing greenhouse gas, including CO2, emissions								
5	To protect and enhance biodiversity, green infrastructure and geodiversity								13	To ensure the sustainable use of natural resources								
6	To protect and enhance the borough's townscape, distinctiveness and cultural heritage resources								14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel								
7	To protect and enhance the borough's landscape resources								15	To reduce noise, vibration and light pollution								
8	To protect and enhance the quality of water features and resources																	

- 9.4 Overall, LIP2 objectives are broadly compatible with the SEA objectives. There are very few instances where the LIP2 objectives are potentially in conflict with the SEA objectives and on the whole the former focus quite significantly on reducing private car usage and promoting sustainable transport modes. This has a range of positive impacts, such as improved air quality and reduced greenhouse gas emissions. This should be viewed as beneficial and provides a good framework within which to develop strategic alternatives and a preferred LIP2.
- 9.5 There are a considerable number of LIP2 objectives whose compatibility is dependent on the nature of implementation and can therefore not be ascertained with certainty at this stage. These are mostly in relation to biodiversity (SEA objective 5), townscape and cultural heritage (SEA objective 6), landscape (SEA objective 7), water resources (SEA objective 8) and noise, vibration and light pollution (SEA objective 15) which can only really be assessed once more specific LIP2 proposals emerge.
- 9.6 However, it is recommended that a LIP2 objective be added which protects and enhances key environmental resources as these are not addressed in the wording of any of the proposed LIP2 objectives. This is shown by the absence or reduced compatibility against SEA objectives 5 (biodiversity), 6 (townscape and cultural heritage), 7 (landscape), 8 (water) and 9 (land). The LIP2 objective could read as follows:
- 9.7 “Ensure that transport protects and enhances Haringey’s natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land”
- 9.8 The protection of biodiversity assets is especially important given the presence of internationally designated sites within close proximity to the borough.
- 9.9 In addition, there is relatively little coverage of SEA objective 10 “To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions”. As this issue is likely to become ever more important, and as it is different to effects on environmental resources such as biodiversity and air quality, it is suggested an additional LIP2 objective is added as follows:
- 9.10 “Minimise the effects of unpredictable events arising from climate change on the transport network”
- Objective 1: Reduce Haringey’s deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough**
- 9.11 This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others.
- 9.12 The LIP2 objective could reduce crime, fear of crime and promote safety (SEA objective 1); improve physical and mental health and reduce health inequalities (SEA objective 2); improve access (SEA objective 3); improve the vitality and vibrancy of town centres (SEA objective 4); and reduce the need to travel and promote sustainable transport (SEA objective 14). Environmental impacts represented in SEA objectives 5 to 11 are unlikely to be relevant to this objective, although there is some uncertainty relating to the noise, vibration and light pollution (SEA objective 15) and use of natural resources (SEA objective 13).
- Recommendations**
- 9.13 None
- Objective 2: Ensure Haringey’s transport network can accommodate increases in travel demand by increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel**
- 9.14 This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others.

- 9.15 The LIP2 objective could improve physical and mental health and reduce health inequalities (SEA objective 2); improve access (SEA objective 3); improve the vitality and vibrancy of town centres (SEA objective 4); protect air quality (SEA objective 11); limit climate change (SEA objective 12) and reduce the need to travel and to promote sustainable transport (SEA objective 14).
- 9.16 There is some uncertainty regarding the compatibility with SEA objectives for townscape and cultural heritage (SEA objective 6), landscape (SEA objective 7), water resources (SEA objective 8), the sustainable use of resources (SEA objective 13), noise, vibration and light pollution (SEA objective 15). These can potentially be remedied by ensuring that these objectives are reflected in LIP2 objective 10 so that it has regard to townscape and landscape.

Recommendations

- 9.17 See amendment to LIP2 objective 10.

Objective 3: Tackle traffic congestion by reducing car usage through measures which promote alternatives to private car ownership and encourage a modal shift towards sustainable forms of transport

- 9.18 This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others.
- 9.19 The LIP2 objective could reduce crime and fear of crime (SEA objective 1); improve physical and mental health and reduce health inequalities (SEA objective 2); improve the vitality and vibrancy of town centres (SEA objective 4); protect air quality (SEA objective 11); limit climate change (SEA objective 12); promote sustainable resource use (SEA objective 13); reduce the need to travel and promote sustainable transport (SEA objective 14); and reduce noise, vibration and light pollution (SEA objective 15).
- 9.20 There is some uncertainty regarding the compatibility with SEA objectives for improving access (SEA objective 3); biodiversity and geodiversity (SEA objective 5); townscape and cultural heritage (SEA objective 6) and landscape (SEA objective 7).
- 9.21 There is potentially a lot of overlap between this LIP2 objective and LIP2 objective 2 as they both refer to sustainable forms of transport and modal shift. There is the potential to merge them into one objective.

Recommendations

- 9.22 Review LIP2 objectives 2 and 3 and possibly merge into one with the following text:

9.23 “Ensure Haringey’s transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel”.

Objective 4: Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey’s residents

- 9.24 This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others.
- 9.25 The LIP2 objective could improve physical and mental health and reduce health inequalities (SEA objective 2); improve access (SEA objective 3); improve the vitality and vibrancy of town centres (SEA objective 4); protect air quality (SEA objective 11); limit climate change (SEA objective 12); promote sustainable resource use (SEA objective 13); reduce the need to travel and promote sustainable transport (SEA objective 14); and reduce noise, vibration and light pollution (SEA objective 15).
- 9.26 There is some uncertainty regarding the compatibility with SEA objectives for reducing crime and fear of crime (SEA objective 1); townscape and cultural heritage (SEA objective 6) and landscape (SEA objective 7).

Recommendations

9.27 None

Objective 5: Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users

9.28 This LIP2 objective is compatible with only one SEA objective: number 2 "To improve physical and mental health for all and reduce health inequalities".

Recommendations

9.29 None

Objective 6: Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale

9.30 This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others.

9.31 The LIP2 objective could reduce crime and fear of crime (SEA objective 1); improve physical and mental health and reduce health inequalities (SEA objective 2); improve access (SEA objective 3); and improve the vitality and vibrancy of town centres (SEA objective 4).

9.32 There is some uncertainty regarding the compatibility with SEA objectives for townscape and cultural heritage (SEA objective 6); landscape (SEA objective 7); land and soils (SEA objective 9) air quality (SEA objective 11); climate change (SEA objective 12); sustainable resource use (SEA objective 13); reducing the need to travel and promoting sustainable transport (SEA objective 14); and reducing noise, vibration and light pollution (SEA objective 15).

Recommendations

9.33 None

Objective 7: Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of low carbon transport alternatives

9.34 This LIP2 objective is compatible with a number of SEA objectives, in particular air quality (SEA objective 11); climate change (SEA objective 12); and sustainable resource use (SEA objective 13). However, this LIP2 objective can be strengthened by adding a reference to zero carbon alternatives such as electric vehicles. There is some uncertainty in respect to SEA objectives 5 (biodiversity and geodiversity) and 10 (climate change adaptation).

Recommendations

9.35 "Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives"

Objective 8: Reduce crime, the fear of crime and anti-social behaviour on all modes of transport through Haringey

9.36 This LIP2 objective is compatible with a number of SEA objectives, in particular reducing crime, fear of crime and promoting safety (SEA objective 1); improve physical and mental health and reduce health inequalities (SEA objective 2); improving the vitality and vibrancy of town centres (SEA objective 4); and reducing the need to travel and promoting sustainable transport (SEA objective 14).

Recommendations

9.37 It is recommended that this LIP2 objective is slightly amended so that it improves crime and fear of crime not only on transport but also in the public realm, e.g. in the creation of footpaths and

cycle storage. “Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in through Haringey”

Objective 9: Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport

9.38 This LIP2 objective is compatible with a number of SEA objectives. This includes physical and mental health (SEA objective 2), protecting and enhancing biodiversity (SEA objective 5); townscape and cultural resources (SEA objective 6); air quality (SEA objective 11); and CO2 emissions (SEA objective 12).

Recommendations

9.39 None

Objective 10: Improve the condition of principal roads and footways within the borough and increase satisfaction with the condition of the network

9.40 This LIP2 objective features a mix of scores: some are compatible with SEA objectives but a greater number are dependent on the nature of implementation, and one is in potential conflict.

9.41 The SEA objectives in broad compliance include crime and fear of crime (SEA objective 1), and access (SEA objective 3). There is uncertainty regarding the compatibility with objectives for physical and mental health (SEA objective 2), vitality and vibrancy of town centres (SEA objective 4), biodiversity (SEA objective 5), townscape and cultural heritage (SEA objective 6), water resources (SEA objective 8); adapting to climate change (SEA objective 10), CO2 emissions (SEA objective 12), reducing the need to travel and promoting sustainable transport (SEA objective 14) and reducing noise, vibration and light (SEA objective 15). The reasons for this uncertainty sit around the potential that this LIP2 objective will lead to continued private car usage, through improving the condition of the highway network. Though this may be against sustainable development principles, given that most other LIP2 objectives focus on sustainable travel, and given the need to recognise and provide for car users, the only recommendations relate to minimising visual impacts.

Recommendations

9.42 It is recommended that cycle paths and the public realm are also referenced:

9.43 “Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network”

Recommended LIP2 objectives

9.44 After consideration of the recommendations put forward above, the final LIP2 objectives are as follows:

- Objective 1: Reduce Haringey’s deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough;
- Objective 2: Ensure Haringey’s transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel;
- Objective 3: Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey’s residents;
- Objective 4: Reduce the number of people killed and seriously injured on Haringey’s transport network and reduce the number of casualties among vulnerable road users;

- Objective 5: Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale;
- Objective 6: Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport;
- Objective 7: Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives;
- Objective 8: Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey;
- Objective 9: Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network;
- Objective 10: Ensure that transport protects and enhances Haringey's natural and historic environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land; and
- Objective 11: Minimise the effects of unpredictable events arising from climate change on the transport network.

10. Strategic Options

Introduction

- 10.1 Stage B2 of the SEA process seeks to develop and refine options for LIP2. The SEA Directive requires that the Environmental Report should consider:

'reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme' and give 'an outline of the reasons for selecting the alternatives dealt with' (Article 5.1 and Annex Ih).

Strategic Options

- 10.2 LIP2 has been prepared in accordance with national policy and in conformity with the Mayor's Transport Strategy (MTS), and provide details on how the Council's transport objectives contribute towards the implementation of key priorities set within the MTS.
- 10.3 The Mayor's Transport Strategy requires the Council to set out its proposals for implementing the Strategy and the evolving sub regional transport plans. The specific measures and programmes outlined in LIP2 aim to mainly address the MTS goals and challenges. Consequently, the Council is constrained in the strategic options it can pursue as the range of options scenarios would therefore be limited by the MTS.
- 10.4 As a result of the direct influence and guidance from the MTS in terms of preferred options, the production of LIP2 did not involve the identification and appraisal of strategic options.

11. Assessment of Effects of Draft LIP2

Introduction

- 11.1 This task comprises systematic prediction of changes to the sustainability baseline arising from LIP2 preferred option. As required by the SEA Directive, predicted effects must be fully characterised in terms of their magnitude, the time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether there are cumulative and/or synergistic effects. Ideally, the effects of the evolving Guidance should be predicted and assessed during the plan-making process to ensure that the final LIP2 is as sustainable as possible.
- 11.2 The SEA Directive states that in the Environmental Report:
'The likely significant effects on the environment of implementing the plan or programme....and reasonable alternatives....are [to be] identified, described and evaluated' (Article 5.1). The Environmental Report should include information that may 'reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme [and] its stage in the decision-making process' (Article 5.2).
- 11.3 In addition, the SEA Directive requires the Environmental Report to outline measures to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme (Annex I (g)).
- 11.4 Existing SEA guidance recognises that the most familiar form of SEA prediction and evaluation is generally broad-brush and qualitative. It is recognised that quantitative predictions are not always practicable and broad-based and qualitative predictions can be equally valid and appropriate.

Contents of Draft LIP2

- 11.5 LIP2 is a borough wide transport strategy that details how the council's transport objectives contribute towards the implementation of key priorities set within the Mayor's Transport Strategy (MTS) and additionally reflects the transport needs and aspirations of people in Haringey. LIP2 sets out the councils transport objectives and delivery proposals for 2011-2014 and provide longer term proposals and programmes to implement the MTS over the 20 year period 2011-2031.
- 11.6 LIP2 outlines the Council's long term transportation goals and also provides a framework that will enable the delivery of successful sustainable transport projects, which will additionally accord with the following five MTS goals:
- Supporting economic development and population growth
 - Enhancing the quality of life for all Londoners
 - Improving the safety and security of all Londoners
 - Improving transport opportunities for all Londoners
 - Reducing transport's contribution to climate change and improving it's resilience
- 11.7 Summarising, draft LIP2 includes the following:
- the borough objectives and the transport challenges and opportunities facing Haringey over the next 20 years;
 - description of the local context and geographical characteristics of Haringey as a borough;
 - Haringey's key transportation issues and identification of how the council will work towards achieving the goals set out within the MTS

- LIP2 delivery plan, which prioritises the types of transport programmes and schemes to be delivered through the Neighbourhoods and Corridors, Smarter Travel, Maintenance and Major Schemes funded programmes during the 3 years period between 2011/12 to 2013/14 and beyond;
- the Haringey's Performance Monitoring Plan, which includes targets for five mandatory indicators (mode share, bus service reliability, asset condition, road traffic casualties and CO₂ emissions);

Assessment of Draft LIP2

- 11.8 As already discussed in Section 4 on Methodology, the assessment undertaken relies heavily on professional judgement which has necessarily an element of subjectivity. It also relies on certain assumptions about the changes to people's behaviour as a result of the measures being assessed and the way development will be implemented. The assessment was undertaken considering LIP2 schemes and programmes as a whole and was undertaken taking into account the SEA objectives outlined in Table 8.2 (SEA Framework). Cumulative effects have also been taken into account as part of the assessment.
- 11.9 The detailed assessment of LIP2 against the SEA objectives is shown in Appendix D and the results are presented below.

Analysis of Results

- 11.10 The section below presents the results of the detailed assessment of the potential effects of LIP2 predicted to arise during its life and an analysis in terms of the significance of effects and Table 11.1 presents the summary of the assessment scale showing the significance of effects against each SEA objective. Recommendations for improvements to LIP2 are also set out in this section.
- 11.11 Overall, the results show that LIP2 is likely to have beneficial effects in most of the SEA Objectives, with some of them being significant. LIP2 is not considered to have significant adverse effects, however it is considered to have short term slight adverse effects when assessed against SEA objectives 5 (biodiversity and green infrastructure), 6 (historic environment) and 13 (sustainable use of natural resources).
- 11.12 By providing security measures to encourage the uptake of more sustainable modes of transport, such as walking, cycling and public transport use, and by ensuring that the Council will continue to implement schemes and encourage developments which '*designs out the potential for crime*' from the public realm LIP2 is likely to have beneficial effects against SEA objective 1 (crime and fear of crime), which are likely to increase in significance in the medium to long term. Additionally, other measures, such as smarter travel initiatives, will assist in informing and changing opinions on the perceived risk of crime when using public transport, walking or cycling. Measures to improve security are also likely to have beneficial effects against SEA objective 2 (physical and mental health). Reducing crime and fear of crime also improve both physical and mental wellbeing, allows greater access to opportunities through the transport system and facilitates secure access to health services.
- 11.13 By providing schemes and measures to reduce traffic growth, discourage single-occupancy car travel, encourage the use of more sustainable and active modes of transport, LIP2 is expected to have slight to significant beneficial effects in most of the SEA objectives. These include SEA objectives 2 (physical and mental health), 4 (vitality and vibrancy of town centres), 8 (water environment), 9 (use of previously developed land), 10 (adaptation to climate change and flooding), 11 (air quality), 12 (climate change), 14 (reduce need to travel and promote the use of sustainable modes of transport) and 15 (noise, vibration and light pollution).
- 11.14 By reducing traffic growth and encouraging the use of more sustainable modes of transport, noise, vibration, light pollution and road emissions(including CO₂) are likely to decrease, contributing in

this way to improve the overall health of the residents, local air quality, local biodiversity, local landscape resources, water environment and existing built heritage and historic environment. In addition, Haringey's contributions to climate change and to overall consumption of fossil fuel are also likely to be reduced. Also the sustainable use of previously developed land and protection of soils is also likely to be encouraged.

- 11.15 Several measures and programmes will be delivered as part of LIP2 to provide major enhancements to public realm. These measures are to be delivered borough-wide, although with Haringey's town centres being the main focus. Improved public realm will bring beneficial effects in several SEA objectives, including the ones that seek to reduce crime and fear of crime (1), improve health (2), improve the vitality and vibrancy of town centres (4) and protect the natural and built environment (7, 8 and 10).
- 11.16 One of LIP2 key challenges is 'improve access to key destinations including town centres and employment and regeneration areas' and improving accessibility is also one of LIP2 main objectives. Several schemes and programmes, proposed as part of LIP2, are likely to improve accessibility, thus having a significant positive effect against SEA objective 3, which is likely to improve in significance in the medium to long term. Improved accessibility, especially by sustainable modes of transport, and improved public realm in town centres, all part of LIP2, are also likely to promote vibrancy and sustain the economic vitality of town centres (SEA objective 4).
- 11.17 By promoting modal shift and improving public realm LIP2 may potentially reduce adverse effects on biodiversity, green infrastructure, townscape character and quality and historic environment. However, by improving the highway and road network through increased maintenance programmes, LIP2 has the potential to encourage private car usage. Additionally, it is expected that some greenfield land will be lost as a result of construction of a circular route and widening of the path in Lordship Recreation Ground, These measures are likely to have slight adverse effects on biodiversity and green infrastructure (SEA objective 5) in the short term. However, as travel behaviour changes with time and the use of more sustainable modes of transport increases, the effect is considered to be slight beneficial in the medium to long term. This increased beneficial effect will increase over time as more public realm measures to protect and enhance biodiversity are implemented.
- 11.18 Improved highway and road network along with improved public realm and increased accessibility are also likely to have slight adverse effects on the historic environment (SEA objective 6) in the short term. This is mainly due to the fact that all these measures together are likely to not only attract visitors who use sustainable modes of transport but also attract visitors who are willing to travel using private cars, thus increasing traffic in those sensitive areas. The townscape character may also be adversely affected, albeit temporarily, by the effects of construction works such as digging and signage. Construction works of additional infrastructures may also have the potential to disturb any unknown archaeological features. However, with time the effect is considered to be slight beneficial in the medium to long term.
- 11.19 LIP2 involves some physical intervention and construction works, for example in the delivery of the new bus station, new and improved walking and cycling paths/routes and new cycling hub, and in the delivery of several maintenance programmes, such as maintenance of highways, road network, footways, drainage, highways bridges and structures and rail and underground improvements. This inevitably requires resources and creates waste. On the other hand LIP2 limits the extent of resource use by reducing the reliance on private car usage, and by implication the use of finite resources such as petrol. Therefore LIP2 is likely to have slight beneficial effects against SEA objective 13 (sustainable use of natural resources) in the long term but slight negative in the short-term.

Table 11.1 – Assessment Summary for LIP2 Preferred Option

SEA Objectives	LIP2 Preferred Option		
	ST Effect	MT-LT Effect	
1	+	++	<p>Scale of Effect (SE):</p> <p>+++ Large beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects --- Large adverse -- Moderate adverse - Slight adverse</p>
2	+	++	
3	+	++	
4	+	+	
5	-	+	
6	-	+	
7	+	+	
8	+	+	
9	+	+	
10	0	+	
11	+	++	
12	+	++	
13	-	+	
14	++	+++	
15	+	++	

Those effects which are either moderate or large are deemed to be significant

SEA Objectives

1. To reduce crime, disorder and fear of crime and promote safe communities
2. To improve physical and mental health for all and reduce health inequalities
3. To improve access to services, amenities and opportunities for all groups
4. To improve the vitality and vibrancy of town centres
5. To protect and enhance biodiversity, including both habitats and species, green infrastructure and Geodiversity
6. To protect and enhance the borough’s townscape character and quality, distinctiveness and cultural heritage resources
7. To protect and enhance the borough’s landscape resources, character and quality
8. To protect and enhance the quality of water features and resources
9. To encourage the use of previously developed land and protection of soils
10. To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions
11. To protect and improve air quality
12. To limit climate change by reducing greenhouse gas, including CO₂ emissions
13. To ensure the sustainable use of natural resources
14. To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel
15. To reduce noise, vibration and light pollution

Recommendations for Improvements to LIP2

- 11.20 To improve the overall sustainability performance of draft LIP2 recommendations have been made. We recommend that a sub-section within Chapter 3.0 (Delivery Plan) is added. The new sub-section, to be numbered 3.10, will be presented at the end of Chapter 3, after all LIP2 measures, schemes and programmes are presented. Text stating the following recommendations has been added to the LIP Delivery Plan chapter, subsection 3.10:
- 11.21 **“3.10 Strategic Environmental Assessment (SEA) recommendations for implementing the LIP delivery plan** (detailed in Appendix B):

The following recommendations developed through the SEA process will be taken into account through the implementation of schemes and measures identified in the LIP delivery plan:

- Exploit opportunities to work in conjunction with the private and voluntary sectors to maximise the benefits derived from LIP2 measures;

- Ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan, which will have beneficial effects, including helping to avoid or reduce any water pollution effects and reduce noise, vibration and light pollution;
- Ensure that any future use of the London Blue Ribbon Network for water based transport must be undertaken in a sustainable manner;
- Provide reference to the need to minimise and mitigate the risk of flooding;
- Seek to safeguard as much as possible the borough's landscape resources, character and quality;
- Periodically review the role which traffic and demand management measures assume in promoting both a modal shift towards public transport as part of the wider package of measures aimed at tackling the carbon footprint of transport;
- Flexibility to accommodate forthcoming transport technological developments, such as any forthcoming new or improved technologies for buses or cars which will contribute to decrease CO₂ emissions or noise. This will improve sustainable transport provision within London."

12. Mitigation

- 12.1 The term mitigation encompasses any approach which is aimed at preventing, reducing or offsetting significant adverse environmental effects that have been identified. In practice, a range of measures applying one or more of these approaches is likely to be considered in mitigating any significant adverse effects predicted as a result of implementing LIP2. In addition, it is also important to consider measures aimed at enhancing positive effects. All such measures are generally referred to as mitigation measures.
- 12.2 However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined should mitigation then examine ways of reducing the scale/importance of the effect.
- 12.3 Mitigation can take a wide range of forms, including:
- Refining options in order to improve the likelihood of positive effects and to minimise adverse effects;
 - Technical measures (such as setting guidelines) to be applied during the implementation stage;
 - Identifying issues to be addressed in project environmental impact assessments for certain projects or types of projects;
 - Proposals for changing other plans and programmes; and
 - Contingency arrangements for dealing with possible adverse effects.
- 12.4 However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined should mitigation then examine ways of reducing the scale/importance of the effect.

General Mitigation Measures

- 12.5 LIP2 is considered to have slight adverse effects in the short term on SEA objectives 5 (biodiversity and green infrastructure), 6 (townscape and historic environment) and 13 (sustainable use of natural resources). As a result, generic mitigation measures to be considered by LIP2 to reduce the scale of adverse effects have been identified. They are listed below:
- *LIP 2 should:*
- propose opportunities for habitats creation and enhancements;
 - ensure that any unavoidable loss of biodiversity would be appropriately reinstated within the Borough;
 - where viable, restrict road traffic in areas of close proximity to historic assets;
 - use of sympathetically designed sustainable streetscape furniture and materials when delivering new/improved walking and cycling routes and new infrastructure;
 - safeguard as much as possible the settings and character of historic areas;
 - ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan which will help reduce any adverse effect on the historic environment and will help reduce, reuse and recycle waste. In addition, consideration and preference should be given to sourcing locally based resources and recycled products.

13. Monitoring

- 13.1 The SEA Directive states that '*member states shall monitor the significant environmental effects of the implementation of plans and programmes.....in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action*' (Article 10.1). In addition, the Environmental Report should provide information on a '*description of the measures envisaged concerning monitoring*' (Annex I (i)) (Stage E).
- 13.2 SEA monitoring will cover significant social and environmental effects and it involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant effects (both positive and negative) being monitored. In line with the SEA Directive, these significant positive and negative effects should be monitored with the implementation of LIP2.
- 13.3 The sustainability appraisal of LIP2 has identified significant beneficial effects with regards to certain SEA objectives which will require monitoring and the SEA framework (Table 8.2) contains indicators which could be used to monitor significant effects post implementation.
- 13.4 The following significant beneficial effects (direct as well as cumulative effects) have been identified by the assessment and form the basis of the monitoring programme:

SEA objectives (identified significant beneficial effects)

- SEA objective 1 - To reduce crime, disorder and fear of crime and promote safe communities;
 - SEA objective 2 - To improve physical and mental health for all and reduce health inequalities;
 - SEA objective 3 - To improve access to services, amenities and opportunities for all groups;
 - SEA objective 11 - To protect and improve air quality;
 - SEA objective 12 - To limit climate change by reducing greenhouse gas, including CO2 emissions;
 - SEA objective 14 - To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel;
 - SEA objective 15 - To reduce noise, vibration and light pollution.
- 13.1 The monitoring programme outlined in Table 13.1 is preliminary and will be confirmed at the time of the adoption of LIP2.
- 13.2 The programme may still evolve based on the results of public consultation, dialogue with environmental and other consultees and the identification of additional data sources as in many cases information will be provided by outside bodies. It should be noted, however, that there will be a need for careful consideration of the practicalities of monitoring to be taken into account in shaping the final monitoring strategy. The emphasis must be on creating a balanced, effective, yet achievable set of monitoring criteria.

Table 133.1 – Proposed Monitoring Programme

No	SA objective against which a significant effect was predicted	Indicator(s) to be used	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
1	To reduce crime, disorder and fear of crime and promote safe communities	Annual Incident Rate per 1,000 population	Annually	LB Haringey/ Metropolitan Police
		Motor Vehicle Crime per 1,000 population	Annually	LB Haringey/ Metropolitan Police
		Number of crimes reported on public transport	Annually	LB Haringey/ Metropolitan Police/ TfL
2	To improve physical and mental health for all and reduce health inequalities	NI 119 Self-reported measure of people's overall health and wellbeing	Annually	LB Haringey/ NHS
		Number of 'healthy walks' schemes created	Annually	LB Haringey
		Mortality rates by cause	Annually	LB Haringey
		NI 8 Adult participation in sport and active recreation for Haringey	Annually	LB Haringey
		NI 055 Obesity in primary school age children in reception for Haringey	Annually	LB Haringey
		NI 199 Children and young people's satisfaction with parks and play areas	Annually	LB Haringey
		Number of people killed and seriously injured overall as a result of transport.	Annually	LB Haringey
3	To improve access to services, amenities and opportunities for all groups	Public Transport Accessibility Scores (PTAL)	Annually	TfL
		How do children travel to school	Periodically	LB Haringey
		Number of "No Car" Households with access to: * health centres/GPs surgeries * hospitals * supermarkets	Annually	LB Haringey
		Ha of accessible green space per 1000 population	Annually	LB Haringey

No	SA objective against which a significant effect was predicted	Indicator(s) to be used	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
		Access to Countryside	Annually	LB Haringey
		% of Rights of Way that are easy to use (former BVPI 178)	Annually	LB Haringey
		NI 176: Working age people with access to employment by public transport (and other specified modes)	Annually	LB Haringey
		NI 175 Access to services and facilities by public transport, walking and cycling: a) Proportion of 16-19 yr olds living within 30 minutes by public transport of 4 main centres of Post 16 education b) Proportion of patients living within 30 minutes of a hospital	Annually	LB Haringey
		Pedestrian crossings with facilities for disabled people	Annually	LB Haringey
		Number of LIP2 initiatives to improve access to essential facilities	Annually	LB Haringey
		LIP2 initiatives to improve access to essential facilities for residents in the top 10% most deprived areas in the country	Annually	LB Haringey
		Transport infrastructure schemes consistent with the principles of TfL's 'Better Streets' initiatives	Annually	LB Haringey/ TfL
		% increase of water based freight transportation as a result of LIP2 measures	Annually	LB Haringey/ TfL/ British Waterways
		Number of improvement schemes for pedestrian and cycle routes and green networks	Annually	LB Haringey
		% of bus fleet complying with DiPTAC Levels of Accessibility for disabled and mobility impaired passengers	Annually	LB Haringey
		Use of targeted fare concessions	Annually	LB Haringey
		Number and % of accessible bus stops	Annually	LB Haringey
11	To protect and improve air quality	NI 194: Level of air quality – reduction in NOx and primary PM10 emissions through local authority's estate and operations	Annually	GLA

No	SA objective against which a significant effect was predicted	Indicator(s) to be used	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
12	To limit climate change by reducing greenhouse gas, including CO2 emissions	CO ₂ emissions for road transport sector	Annually	LB Haringey/ DECC
		CO ₂ emissions tonnes per capita - road transport	Annually	LB Haringey/ DECC
		Greenhouse gas Footprint (per capita)	Annually	LB Haringey
		Proportion of Council and bus fleets using alternative fuel technology.	Annually	LB Haringey/ TfL
		Number of transport schemes featuring energy efficient design and/or use of renewable energy	Annually	LB Haringey/ TfL
		Proportion of street lamps which are energy efficient	Annually	LB Haringey
		% increase of use of electric cars	Annually	LB Haringey
		Number of vehicle miles travelled in the Borough	Annually	TfL
14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel	Percentage of "No Car" Households	Annually	LB Haringey
		Percentage of households with 2+ cars	Annually	LB Haringey
		Travel to work by public transport	Annually	LB Haringey
		NI 198 Children travelling to school – mode of travel usually used	Annually	LB Haringey
		Congestion (vehicle delay): Person journey time during the morning peak on monitored routes	Annually	LB Haringey/ TfL
		Percentage of network where maintenance should be considered (A roads/ B&C roads)	Annually	LB Haringey
		% increase of use of electric cars	Annually	LB Haringey
		Vehicle kilometres per average weekday	Annually	LB Haringey
		Road traffic - Estimated traffic flows for all vehicle types - excluding Trunk roads (million vehicle kilometres)	Annually	LB Haringey
		Road traffic - Estimated traffic flows for cars only (million vehicle kilometres)	Annually	LB Haringey

No	SA objective against which a significant effect was predicted	Indicator(s) to be used	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
		Proportion of personal travel made by means other than car	Annually	LB Haringey
		% of vehicles with more than one occupant on key routes in the town centre	Annually	LB Haringey
		Modal Split	Annually	LB Haringey
		NI 178: Bus services running on time	Annually	LB Haringey/ TfL
		Number of 'walking bus' routes at Primary School	Annually	LB Haringey
		% of walking and cycling trips per annum	Annually	LB Haringey
		% increase of Controlled Parking Zones (CPZ)	Annually	LB Haringey
		% car club expansion, including car club with access for mobility impaired drivers	Annually	LB Haringey
		Number of schemes for improving transport coordination and integration, including interchange between cycling and other forms and travel	Annually	LB Haringey
		% increase of water based freight transportation as a result of LIP2 measures	Annually	LB Haringey/ TfL/ British Waterways
		Amount and percentage of non-residential development complying with car parking standards	Annually	LB Haringey
		% increase of Smarter Travel initiatives	Annually	LB Haringey
15	To reduce noise, vibration and light pollution	Number of noise complaints received relating to transport activities	Annually	LB Haringey
		Noise Levels	Periodically	LB Haringey
		Proportion of street lamps which reduce light pollution	Periodically	LB Haringey

14. Conclusion

- 14.1 This ER sets out the SEA process and its key findings in relation to Haringey LIP2. It is considered that LIP 2 meets the range of SEA objectives identified in the SEA Framework to a large extent. It offers potentially significant positive effects on a number of environmental and social SEA objectives related to crime, health, accessibility, air quality, climate change, use of sustainable modes of transport and noise, vibration and light pollution. The adverse effects identified can be minimised to a satisfactory degree through the effective implementation of other schemes and measures which are part of Haringey LIP2 delivery plan and through identified mitigation measures.
- 14.2 Some recommendations have been made in this report to further improve the environmental performance of Haringey LIP2, where appropriate. These recommendations will be included in the LIP2 document in the Delivery Plan chapter.

15. References

In addition to the plans, policies and programmes that have been reviewed, the following is a list of additional references utilised in the compilation of this Scoping Report:

Advice on SEA for Local Implementation Plans, Association of London Government, Sept 2004;

A Practical Guide to the Strategic Environmental Assessment Directive, produced by the Office of the Deputy Prime Minister (2005);

North London Cluster Group Air Quality Modelling, Haringey Council (August 2009)
http://www.haringey.gov.uk/north_london_cluster_group_air_quality_modelling_report_2009.pdf;

London Borough of Haringey Local Implementation Plan 1 SEA Environmental Report, 2005;

London Borough of Haringey Proposed Submission Core Strategy, Sustainability Appraisal Report, April 2010;

London Borough of Haringey Local Development Framework Annual Monitoring Report 2008/9;

London Borough of Haringey Local Development Framework Annual Monitoring Report 2007/8;

Transport for London, Draft Haringey Performance Report 2009;

Transport for London, London Wide Performance Report 2009;

Transport and the Historic Environment, English Heritage 2004.

Appendix A – Baseline Data Tables

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
1	To reduce crime, disorder and fear of crime and promote safe communities	Annual Incident Rate per 1,000 population	To decrease	2006/7 - 136.3 offences per 1,000 residents.	Haringey - 2005/6 - 157.6 offences per 1,000 residents.		No geographical comparator data	Crime is high but is falling. LIP2 presents the opportunity encourage modal shift to walking and cycling and creating safer public realms which will reduce crime and fear of crime, for example through increasing 'natural surveillance'.	Human Health, Population	CS SA; http://www.haringey.gov.uk/index/news_and_events/fact_file/statistics/keyfacts/ke yfactscrime.htm
		Motor Vehicle Crime per 1,000 population	To decrease	2006/07 - 4,457 motor vehicle offences (comprising 'theft of' and 'theft from' motor vehicle). Performance represents a rate of 19.9 offences per 1,000 population	2006/07 Haringey was ranked 11th highest in London (out of 32 boroughs), higher than the London average of 4,047 motor vehicle offences. Compared with 2005/06 Haringey had the 9th largest percentage decrease in number of offences in London (10.7%). In 2006/07 Haringey had 3rd lowest number of motor vehicle offences of its 7 neighbouring boroughs.	2005/06: 22.2 offences per 1,000 population. There was an average of 45 fewer offence per month in 2006/07 compared with 2005/06.	No geographical comparator data			http://www.haringey.gov.uk/index/news_and_events/fact_file/statistics/keyfacts/ke yfactscrime.htm
2	To improve physical and mental health for all and reduce health inequalities	NI 119 Self-reported measure of people's overall health and wellbeing	General improvement	2008/9: 80.1%	2001 London - 68.6% England - 70.8% Average for London Boroughs 2008/9: 79.91%	2001 - 70.2% of people are in good health	None	General health levels are slightly better than the national average but slightly worse than London average. However, Obesity levels among children of reception age are deteriorating. Figures for 2008/9 show that obesity in the borough	Human Health, Population	CS SA; http://oneplace.direct.gov.uk/
		Life expectancy	General increase	2008 - 76 for men; 82.1 for women	London - 77.4 for men; 82 for women England - 77.32 for men; 81.85 for women		No trend data			CS SA

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Number of 'healthy walks' schemes created	General increase	8 x 30 minute walks organised in the borough each week. (February 2010)			No geographical comparator or trend data	is higher than the London Borough average. The LIP2 provides an opportunity to improve accessibility for the population to access open space as well as travel to work and school by walking and cycling, which could improve levels of health and reduce obesity.		http://www.who.org.uk/walkfinder/region/London/Haringey%3A+Health+in+mind/1230.html
		Mortality rates per 100,000 for cancer and circulatory disease	To reduce heart disease, stroke and related illnesses amongst people under 75 by at least 40 % by 2010 (Source: UK Sustainable Development Quality of Life Indicators)	2005-7 - 173.39.	London - 186.96		No trend data			CS SA
		NI 8 Adult participation in sport and active recreation for Haringey	27.90%	2008/9: 21.3%	Average for London Boroughs: 2008/9: 21.04%; 2007/08: 20.31%; 2005/06: 21.5%	2007/8: 20.2%; 2005/6: 23.1%	None			

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		NI 055 Obesity in primary school age children in reception for Haringey	To reduce	2008 /9: 12%	Average for London Boroughs 2008/ 9: 11.08% 2007/ 8: 10.79% 2006/ 7: 11.13%	2007/ 8: 10% 2006/ 7: 13%	None			http://www.haringey.gov.uk/haringey_community_strategy_progress_report_-_summary.pdf ; http://oneplace.direct.gov.uk/
		NI 199 Children and young people's satisfaction with parks and play areas	To increase	2009/10: 65%	Average for London Boroughs: 2009/10: 60.76% (Haringey in the best 25%); 2008/9: 54.25% (Haringey in the best 5%)	2008/9: 62%	None			http://oneplace.direct.gov.uk/
		Number of people killed and seriously injured overall as a result of transport.	London target = 50% compared to 1994/2008 average for 2010, Borough target = 40%.	Changes are at 43% for 2009. 2009 – 92 people killed and seriously injured overall	London wide average – 44%. Number of other boroughs on track – 19 out of 32.	2007 – 96 2006 – 114 2005 – 139 1994/98 - 160	None			Draft Haringey Performance Report 2009 and London Wide Performance Report 2009
3	To improve access to services, amenities and opportunities for all groups	Access to Education	To improve	2008 - 100% of 5 year olds within 15 mins to the nearest primary school; 99% of 11 to 15 year olds are within 20 minutes to the nearest secondary school; 100% of 16 to 19 year olds are within 30 minutes of further education	National - 97.6% of 5 year olds within 15 mins to the nearest primary school; 87% of 11 to 15 year olds are within 20 minutes to the nearest secondary school; 90% of 16 to 19 year olds are within 30 minutes of further education		No trend or geographical comparator data	Access to education is better in Haringey than the national picture. Haringey also have good levels of accessible greenspace but high levels of unemployment against comparators. High volumes of traffic can increase the extent to which		CS SA

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source	
		Number of “No Car” Households with access to: * health centres/GPs surgeries * hospitals * supermarkets	To increase	2008 * health centres/GPs surgeries - 100% within 15 mins * hospitals - 99% within 30 mins * supermarkets - 100% within 30 mins	National - * health centres/GPs surgeries - 94.6% within 15 mins * hospitals - 84% within 30 mins * supermarkets - 98.1% within 30 mins		No trend data	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.		CS SA	
		Ha of accessible green space per 1000 population	1ha of accessible greenspace per 1000 people (based on English Nature's Accessible Natural Greenspace Standards)	1.7ha			No geographical comparator data				AMR
		NI 176: Working age people with access to employment by public transport (and other specified modes)	Increase year on year % of a) people of working age (16 – 74) and b) people in receipt of Jobseekers' allowance within 20/40 minutes	2008/9: 86%	London Boroughs Average 2008/9: 82.56%	2007: 86%	None				

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
			of work by public transport (DfT accessibility indicators)							
		Deprivation levels	To decrease	30% of Haringey's population live in central and eastern areas in the borough which are amongst the 10% most deprived in England.	Haringey is the 18th most deprived district in England		No trend data			AMR
		Unemployment levels	To decrease	2008/09 - 9.7%	London - 7.4% National - 6.2% Haringey 2007/8 - 7.7%	Currently high and increasing from previous period	None			AMR
4	To improve the vitality and vibrancy of town centres	Percentage of vacant town centre floor space	No greater than 10%	2008/9 - 4 - 5%	National 2008/9 - 14% London 2008/9 - 11%	Haringey 2007/8 - 4.7 - 8.8% 2006/7 - 2.7 - 7% 2005/6 - 2.7 - 10% 2004/5 - 1.7 - 8%	None	Low vacancy levels despite economic recession when compared to London and national averages. Haringey has seen a narrowing in the variation of vacancy levels in different shopping centres. Rents have been increasing steadily over time, reflecting the attractiveness of	Population, Material Assets	AMR
		Peak Zone A rental data £/m2 annum	Generally higher rents albeit at a level capable	2008 - Wood Green achieves a Zone A rent of £1,399 per sq m. Retail rents have steadily increased in the centre since 1998.			None			CS SA

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
			of attracting and retaining tenants	Muswell Hill achieves and Zone A rent of £969 per sq m.				different centres in Haringey. However, the economic recession risks reducing or stabilising rental levels and incomes.		
5	To protect and enhance biodiversity, green infrastructure and geodiversity	Type of designated sites and habitats	To maintain and increase	2009 - Lee Valley Regional Park - straddles the eastern boundary of the borough. Is a designated European site. Lee Valley is also a SSSI. Other sites of biodiversity importance: 60 SINC, of which 4 are Sites of Metropolitan Importance- Lea Valley, Parklands Walk, New River and Highgate Wood and Queen's Wood. There are 22 Sites of Borough Importance and 35 Sites of Local Importance.	In London there are 36 SSSIs and over 1,300 SINC. Five SSSIs in the capital are also sites of European importance, where three are Special Areas of Conservation (SACs) and two are Special Protection Areas (SPAs). There are two National Nature Reserves in London. Seven of London's SSSIs (Abbey Wood, Elmstead Pit, Gilbert's Pit, Harefield Pit, Harrow Weald, Hornchurch Cutting and Wansunt Pit) are designated for their geological importance.			A number of biodiversity habitats which need to be protected and enhanced. None of the SSSIs were found to be in favourable condition in 2009, but were classified as 'recovering'. The LIP2 presents an opportunity to enhance important habitats through encouraging reduced levels of traffic and enhancing green infrastructure.	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors	CS SA; State of the Natural Environment in London: Securing our Future
		Condition of designated sites and habitats	To improve	Percentage of sites of special scientific interest whose condition is classified as 'unfavourable but recovering' : 100% (2009)	London: Percentage of sites of special scientific interest whose condition is classified as 'unfavourable but recovering': 42%		No trend data			http://oneplace.direct.gov.uk/ State of the Natural Environment in London: Securing our Future

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Change in priority habitats	To meet the targets for the protection and enhancement of a range of individual species and wildlife habitats within the LBAP over the next 10 years	2008/9 - No loss of areas of nature conservation or biodiversity importance, or open space.	There are a number of nationally important Biodiversity Action Plan (BAP) habitats in London. Examples include woodland (5,000 ha), acid grassland (1,500 ha), chalk grassland (200 ha), coastal and floodplain grazing marsh (800 ha), heathland (50 ha), ponds (411 ha), rivers and streams (600 km) and reedbeds (130 ha).	Haringey - no change for previous 4 years back to 2004/5	No meaningful geographical comparator data			AMR; State of the Natural Environment in London: Securing our Future
		Change in priority species	To meet the targets for the protection and enhancement of a range of individual species and wildlife habitats within the LBAP over the next 10 years	2008/9 - Haringey contains 12 National Priority Species, 6 London Priority Species, 19 Haringey Priority Species, 5 London Flagship Species and 16 Haringey Flagship Species. It is estimated that there has been no loss or addition in priority habitats and species during 2008/09	No changes in biodiversity habitats in the borough	No change and loss in biodiversity resources	No meaningful geographical comparator data			AMR

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Area of Nature Reserve per 1000 population	To increase	2009: 0.15 ha	London Borough Average: 0.33ha		No trend data			http://oneplace.direct.gov.uk/infobyarea/region/area/areaperformanceindicators/pages/
6	To protect and enhance the borough's townscape, distinctiveness and cultural heritage resources	Heritage at Risk	To reduce the number of buildings at risk	In 2008 17 Listed Buildings were classified as at risk			None	There are a large number of listed buildings and conservation areas in the borough, some of which are at risk.	Cultural Heritage, Material Assets, Landscape	CS SA
			To reduce the number of conservation areas at risk	2006 - 29 Conservation Areas. Harmondsworth Village in Hillingdon, Leopold Road in Merton and Noel Park in Haringey feature in the 'at risk' list.			No geographical comparator data	In 2006 Haringey had 29 Conservation Areas, of which 3 were considered to be 'at risk'.		CS SA
		Number of Listed Buildings		There are currently 467 statutory listed buildings (2010)		2006 - 467 listed buildings, 6 grade I buildings, including Bruce Castle, which are of national significance. Rest are grade II and II*.	None	There are a large number of listed buildings and conservation areas in the borough, some of which are at risk. The borough also contains AAls and parks, gardens and public spaces of historic interest that should be protected. The LIP2		CS SA

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Extent of Areas of Archaeological Importance	To maintain	2006 - 22 AAls, including Lee Valley, Highgate Wood and Queen's Wood, and areas around Anglo-Saxon settlements of Tottenham, Hornsey and Highgate.			No trend data	has the potential to contribute to enhancing the settings of listed buildings, conservation areas and other heritage assets through a reduction in traffic and increase in green infrastructure.		CS SA
		Extent of Conservation Areas		2006 - 29 Conservation Areas.			No geographical comparator data			CS SA
		Extent of Historic Parks	To enhance	Finsbury Park and Alexandra Park identified by English Heritage in their Register of Parks and Gardens of Special Historic Interest in England. A further 34 public parks, gardens, squares, cemeteries and churchyards are of local historic interest and are registered in the London Parks and Garden Inventory	81 of the 486 conservation areas surveyed in London are threatened by "neglect, decay or damaging change".		No trend data			CS SA
		Ancient Woodland	To enhance	There are 5 distinct ancient woodlands which are Highgate Wood, Queens Wood, Coldfall Wood, Bluebell Wood and North Wood.			None			
		Green Heritage Sites	To enhance	Highgate Woods is one of the eight Green Heritage sites in London.			None			

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
7	To protect and enhance the borough's landscape resources	Open spaces	To maintain or increase	Landscape areas include open spaces such as the Lee Valley Regional Park and Metropolitan Green Belt; Metropolitan Open Land; Significant Local Open Land. Haringey has over 600 acres of parks, recreation grounds and open spaces	In London, the network of publicly accessible green spaces includes a suite of internationally famous parks and gardens, hundreds of local parks, 140 Local Nature Reserves covering over 2,500 ha, 15 country parks, 80 km of canals and over 100 community gardens. Green space makes up 60% of the area of the London region		No meaningful geographical comparator data given that quantity and quality of sites vary according to geography	Important open spaces need to be protected and made more accessible to population. The LIP2 could improve accessibility as well as the settings of open spaces and the landscape more generally.	Landscape, Soil, Human Health, Climatic Factors, Water, Air	CS SA and AMR; State of the Natural Environment in London: Securing our Future
		Extent of Green Belts	No loss of Green Belt to inappropriate development	Lee Valley Regional Park is Haringey's single area of designated Green Belt and is an important waterway.		No meaningful geographical comparator	CS SA			
		Number of open spaces achieving Green Flag status	2009/10: 12 2010/11: 12	2008/9 = 11. These are: Albert Road Rec, Bruce Castle Park, Chapmans Green, Chestnuts Park, Coldfall Wood, Downhills Park, Finsbury Park, Priory Park, Stationers Park, Railway Fields Local Nature Reserve, Wood Green Cemetery		2007/8 - 8 2006/7 - 8 2005/6 - 4	No geographical comparator data			AMR; http://www.haringey.gov.uk/index/community_and_leisure/greenspaces.htm

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Landscape Character Types		<p>London Borough of Haringey is characterised by 3 Landscape Character Types:</p> <ul style="list-style-type: none"> - Finchley Ridge; - Hampstead Ridge; - Lea Valley 	<p>London has got 22 Landscape Character Types.</p> <p>As London is predominantly urban, it does not have extensive areas designated for natural landscape value. Only a small part of the Kent Downs Area of Outstanding Natural Beauty falls within London. Nevertheless London has a unique character shaped by its many natural features – not least the River Thames – which provide places and spaces many regard as vital to their sense of place and quality of life.</p>					State of the Natural Environment in London: Securing our Future
8	To protect and enhance the quality of water features and resources	Water quality - River quality objective	To improve	<p>2007 - The River Lee (including the Lee Navigation) on the borough's eastern boundary is the principal watercourse in the area. Upstream of its upper confluence with Pymmes Brook the Lee has been assigned River Quality Objective class 2 whilst downstream of the lower confluence water quality is RQO 3. RQO 1 is very good quality (suitable for all fish species), 2 is good (suitable for all fish species), 3 is</p>			No geographical comparator or trend data	<p>The watercourses in Haringey are urban watercourses whose quality is heavily impacted by urban runoff, historic misconnections and sediment deposition. Water quality has improved over time but is still not yet reaching the highest standard possible. The LIP2 has the potential to reduce the runoff of pollutants into water resources.</p>	Water, Soil, Landscape, Biodiversity, Flora and Fauna	CS SA

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
				fairly good quality (suitable for high-class coarse fisheries), 4 is fair quality (suitable for coarse fisheries), 5 is poor quality (likely to limit fish populations)						
		Standards of drinking water from SPZs	To maintain	SPZs centred on North London Artificial Recharge wells in Wood Green, Tottenham and Hornsey. Land use activities within the SPZs are closely monitored by the Environment Agency.			No geographical comparator or trend data			CS SA
9	To encourage the use of previously developed land and protection of soils	Percentage of new homes on previously developed land	To maintain	2007/ 8: 100%		2003 - 2007: 100%	No geographical comparator data			

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Extent of Green Belts	No loss of Green Belt to inappropriate development	Lee Valley Regional Park is Haringey's single area of designated Green Belt and is an important waterway.			No meaningful geographical comparator data given that quantity and quality of sites vary according to geography			CS SA
10	To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions	Number of properties within flood risk zones	To decrease and minimise	In Haringey borough there are just under 10,000 properties (9% of all properties) at risk of fluvial (river) flooding*, the majority of which are residential. Only 2% of those at risk are classified as being at significant likelihood of flooding. Approximately 64% are classified as low likelihood.			No meaningful geographical comparator data given that quantity and quality of sites vary according to geography	Important to avoid locating transport and development in areas of flood risk	Climatic Factors, Water, Human Health, Material Assets	CS SA; Environment Agency http://www.ea-transactions.org/static/documents/Research/HARINGEY_factsheet.pdf
		NI 189 Flood and coastal erosion risk management		Percentage of agreed actions to implement long term flood and coastal erosion risk management plans that are being undertaken satisfactorily: 80%	London Borough Average: 94.91%		No trend data			
		Number of planning permissions granted contrary to Environment Agency advice on flood risk	None	2008/9 - 0		Zero for previous 4 years back to 2004/5	No geographical comparator data			AMR

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		NI 188: Planning to adapt to climate change	Local target 2010/11: Level 3 (LAA) To factor climate change considerations into new transport infrastructure (Highway Agency Climate Change Adaptation Strategy and Framework)	The indicator measures progress on assessing and managing climate risks and opportunities, and incorporating appropriate action into local authority and partners' strategic planning. Local authorities have reported the level of preparedness they have reached against the 5 levels of performance, graded 0 to 4. The higher the number, the better the performance. 2008/ 9: 0	London Boroughs average: 0.35		No trend data			
11	To protect and improve air quality	NI 194: Level of air quality – reduction in NOx and primary PM10 emissions through local authority's estate and operations	(a) UK Air Quality Strategy Guideline value is 40_g/m3. EU Air Quality Framework Directive Guideline value is 40_g/m3. (b) UK Air Quality Strategy Guideline	The whole of the borough of Haringey is designated an Air Quality Management Area (AQMA) for NO2 and PM10. New monitoring data shows that there have been no exceedences of the PM10 annual mean and 24 hour objective but that the NO2 annual mean objective has been exceeded at monitoring locations adjacent to busy roads and is close to the annual mean objective at background locations.			No geographical comparator data	LIP2 will be a key opportunity to help tackle poor air quality through modal shift away from private car usage to more sustainable and active travel modes.	Air, Human Health, Climatic Factors	CS SA; http://www.haringey.gov.uk/air_quality_assessment_report_2009.pdf

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
			value is 40_g/m3. EU Air Quality Framework Directive Guideline value is 40_g/m3	There has been no exceedence of the hourly NO2 objective monitored. Diffusion tube data confirms that there are likely to be exceedences of the hourly objective at 7 of the 10 roadside locations.						
		Percentage of residents who identify the level of pollution as something most in need of improvement		2008/9: 16.5%	In the highest third of the London Boroughs. 2008/9 Average for London Boroughs: 16.4%		No trend data			Place Survey, Q2. http://oneplace.direct.gov.uk/infobyarea/
12	To limit climate change by reducing greenhouse gas, including CO2, emissions	CO2 emissions for road transport sector	To decrease	2007 - 195 ktpa	Greater London Total: 2007: 8860; 2006: 8884; 2005: 9037	2006 - 194 2005 - 197	No geographical comparator data	Continued need to bring down carbon emissions, with some slight progress already made.	Climatic Factors, Air, Human Health, Population	CS SA and Borough Profile
		CO2 emissions tonnes per capita - road transport	To decrease	2007: 0.9t	Average for London Boroughs: 2007: 1.3t; 2006: 1.32t; 2005: 1.36t	2006: 0.9t; 2005: 0.9t	No geographical comparator data			
		Greenhouse gas Footprint (per capita)	To decrease	2004: 16.719t	Average for London Boroughs: 16.67t		No trend or geographical comparator data			

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel							<p>Haringey has a culture of people using sustainable transport modes of travel including public transport and active modes of travel and opportunities should be taken to further capitalise on this and to shift further to walking and cycling. Low levels of car ownership present an opportunity to improve accessibility for a greater number of people. Road traffic volume has decreased gradually between 2004 and 2008 and is much lower than the average for the London Boroughs. NOTE: The monitored networks in each borough have varying characteristics, which can result in different journey times. As such, comparisons using the above figures may reflect these characteristics rather than real differences in levels of</p>	Population, Human Health, Air, Climatic Factors, Landscape	
		Percentage of households with 2+ cars	To decrease	2001 - 12.3%			No geographical comparator data or trend data			CS SA
		Travel to work by public transport	UK target to increase rail patronage by 50% in 2010 over 2000 levels (BVPI)	2008 - * Underground, light rail and tram - 34.8% * Train - 6.3% * Bus, coach or mini bus - 12.9% TOTAL: Public transport - 54% TOTAL: Drive car or van - 25.4% Bicycle: 2.5% Walk: 5.9% TOTAL: Active travel - 8.4%	Haringey has the third highest percentage of residents travelling to work by public transport. Meanwhile, compared to inner-boroughs, Haringey has the third lowest number of people who walk to work. This info suggests that residents largely commute out of the borough for work.		No trend data			CS SA;

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Congestion (vehicle delay): Person journey time during the morning peak on monitored routes	To decrease	2007/8 Minutes and seconds per mile Haringey 2:57	Hillingdon 1:31 Barking and Dagenham 1:57 Hounslow 2:15 Barnet 2:00 Islington 3:40 Bexley 1:30 Kensington and Chelsea 3:05 Brent 2:14 Kingston upon Thames 1:45 Bromley 1:53 Lambeth 3:09 Camden 4:08 Lewisham 3:13 City of London 4:29 Merton 2:35 Croydon 2:19 Newham 1:43 Ealing 2:07 Redbridge 1:45 Enfield 2:06 Richmond upon Thames 2:30 Greenwich 2:14 Southwark 3:19 Hackney 2:58 Sutton 2:14 Hammersmith and Fulham 2:42 Tower Hamlets 2:23 Haringey 2:57 Waltham Forest 1:48 Harrow 2:10 Wandsworth 2:57 Havering 1:31 Westminster 3:34		No trend data	congestion. Therefore comparisons between London boroughs should be made with caution.		DfT http://www.dft.gov.uk/adobepdf/162469/221412/221546/224925/224965/466456/roadtraffiqbq42009.pdf
		Percentage of network where maintenance should be considered (A roads/ B&C roads)	To decrease need for maintenance	2008 /9 9%/10%		2006/ 7: 21%/18% 2007/ 8: 9%/8%	No geographical comparator data			
		Percentage of residents who identify the level of traffic congestion as something most in need of	Decrease	2008/9: 37.2%	Average for London Boroughs: 37.83%		No trend data			http://oneplace.direct.gov.uk/

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		improvement								
		Road traffic - Estimated traffic flows for all vehicle types - excluding Trunk roads (million vehicle kilometres)	To decrease volume of road traffic	2008: 618	Average for London Boroughs: 2008: 906.61; 2007: 931.33; 2006: 932.45; 2005: 928.18; 2004: 927.09	Haringey: 2007: 645; 2006: 639; 2005: 633; 2004: 628	None			http://oneplace.direct.gov.uk/
		Road traffic - Estimated traffic flows for cars only (million vehicle kilometres)	To decrease volume of road traffic	2008: 478	Haringey has consistently performed in the lowest 25% of the London Boroughs. Average for London Boroughs: 2008: 769.73; 2007: 779.91; 2006: 787.94; 2005: 792.12; 2004: 794.36	2007: 497; 2006: 495; 2005: 494; 2004: 493	None			http://oneplace.direct.gov.uk/
		Proportion of personal travel made by means other than car	To decrease private car usage and encourage sustainable travel modes. No set target.	2009: 70%	Proportion of car users increased in 23 boroughs between 2008 and 2009 – with an average 2.8% increase in mode share for these boroughs; and decreased in 10 boroughs, with an average of 2.1% reduction.	2008: 73% Small decline in proportion of personal travel made by means other than car but variations depending on specific mode	None			Draft Haringey Performance Report 2009 and London Wide Performance Report 2009
		% of walking and cycling trips per annum	To increase	2009 - 31% of all trips are on foot. 184,000 walking trips per day. 2% of all trips in the Borough were by cycle	London average - 21% trips on foot. 2005 – 2008 - 1% of all trips in the Borough were by cycle		No trend data			Borough Profile; http://oneplace.direct.gov.uk/
		Percentage of residents who are very or fairly satisfied with	To increase	2008/9: 76.2%	London Boroughs Average: 71.88%		No trend data			http://oneplace.direct.gov.uk/

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		local bus services								
		Percentage of residents who are very or fairly satisfied with local transport information	To increase	2008/9: 58.6%	London Boroughs Average: 49.93%. Haringey performs in the best 20%.		No trend data			http://oneplace.direct.gov.uk/
		Amount and percentage of non-residential development complying with car parking standards	100%	2008/9 - 100%		100% for previous 4 years back to 2004/5	None			

Key

CS SA = Haringey Core Strategy Proposed Submission 2010 Sustainability Appraisal

AMR = Haringey Local Development Framework Annual Monitoring Report 2008/9

Borough Profile = Haringey Borough Profile: An Environmentally Sustainable Future 2010

All other references are weblinks

Appendix B –
SEA/SA
Objectives in
Haringey Core
Strategy DPD
and LIP1

Table B.1 – Haringey Core Strategy Proposed Submission April 2010 Sustainability Appraisal Objectives

ID	SA objective
1	To reduce crime, disorder and fear of crime
2	To improve levels of educational attainment for all age groups and all sectors of society
3	To improve physical and mental health for all and reduce health inequalities
4	To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents.
5	To protect and enhance community spirit and cohesion.
6	To improve access to services and amenities for all groups
7	To encourage sustainable economic growth and business development across the borough.
8	To develop the skills and training needed to establish and maintain a healthy labour pool
9	To encourage economic inclusion
10	To improve the vitality and vibrancy of town centres
11	To protect and enhance biodiversity.
12	To protect and enhance the borough's townscape and cultural heritage resources
13	To protect and enhance the borough's landscape resources.
14	To protect and enhance the quality of water features and resources.
15	To encourage the use of previously developed land
16	To adapt to climate change.
17	To protect and improve air quality.
18	To limit climate change by reducing CO2 emissions
19	To ensure the sustainable use of natural resources
20	To promote the use of sustainable modes of transport.

Table B.2 – Haringey Local Implementation Plan 1 SEA Environmental Objectives

SEA objective
Improve local air quality
Reduce emissions in AQMAs and ensure that air quality in these areas continues to improve
Minimise the emission of greenhouse gases
Reduce the number of people annoyed by noise
Promote, support and sustain healthy communities and lifestyles
Reduce road accident injuries
Avoid damage to, and seek to enhance, designated flora and wildlife sites and protected species
Adopt the principle of no net loss of priority habitats and, where possible, manage and develop habitats to enhance biodiversity
Conserve the heritage of historic (and cultural) resources
Protect the most important and vulnerable soil types
Protect and enhance landscape and townscape
Protect assets of economic value to the area

Appendix C –
Scoping
Report
Consultation
Comments

Table C.1 – Haringey LIP 2 SEA Scoping Report Consultation Comments and Responses

Name of consultee and contact details	Subject and Paragraph No in Response	Summary of Comments	How the comment was dealt with in the ER
<p>English Heritage 1 Waterhouse Square 138 – 142 Holborn London EC1N 2ST</p> <p>Nick Bishop Regional Planning Adviser London Region</p> <p>Direct Dial: 020 7679 3771 Direct Fax: 020 7973 3792 E-mail: Nicholas.Bishop@englishheritage.org.uk</p>	General	References to historic buildings should be replaced by heritage assets to cover other designated assets such as conservation areas, registered parks and gardens, scheduled monuments and archaeological priority areas. This applies to pages 25 and page 69, but there may be other instances. Similarly, buildings at risk, as identified on pages 40 and 60, should be replaced with 'heritage at risk'.	All reference to historic buildings has been replaced by heritage assets and all reference to listed buildings and conservation areas at risk has been replaced with 'heritage at risk' as requested.
	Chapter 3 – Other Relevant Plans and Programmes	The planning policy context on page 17 could make reference to the Government's Statement on the Historic Environment and the Historic Environment Planning Practice Guide which set the context for and explain PPS5. Regarding the 'Heritage' section on page 25, the wording of bullet point three could be improved with a reference to 'historic context' as the basis for enhanced local character, reflecting guidance set out in PPS5.	The PPPs table (Table 3.1) has been updated to include 'The Government's Statement on the Historic Environment' and the 'Historic Environment Planning Practice Guide' as per request. Bullet point three has been amended to include reference to 'historic context', to reflect guidance set out in PPS5.
	Chapter 5 – Key Environmental Issues	We welcome the identification of transport impacts on the historic environment on page 51. However, we recommend these could draw further on Transport and the Historic Environment, focussing particularly on impacts from transport itself, and on the impacts of transport interventions. The opportunities section within Table 5.1 Key Environmental Issues should highlight opportunities to invest in the historic environment in line with the Mayor's Transport Strategy and English Heritage's Streets for All (please see above).	Additional information has been added to Key Issue – Pressure on Cultural and Historic Assets and Townscapes, as requested.
<p>Natural England Zone E7 6th Floor 123 Ashdown House London SW1E 6DE</p> <p>David Hammond Planning and Advocacy Adviser Natural England London & South East Region</p> <p>Direct Dial: 03000601373 Email: david.hammond@naturalengland.org.uk</p>	General comments	Natural England is pleased to see the Strategic Environmental Assessment (SEA) recognising that landscape, nature conservation and Greenspace recreation are important issues in relation to transport planning. We are also pleased to see that climate change and the role that transport plays in it (both mitigation and adaptation) is recognised as an important issue. Natural England has set out its priorities for Local Implementation Plans (LIP's/LIP's) in its 'Guidance on Local Transport Plans and the Natural Environment', 2009 (http://www.naturalengland.org.uk/Images/local-trans-plans_tcm6-15159.pdf). Adoption of these priorities within the LIP will help to maximise the benefits for the natural environment as assessed in the SEA.	Comment noted with thanks. No action required. This is a comment for London Borough of Haringey to consider in drafting their LIP2 document.
	Methodology	The Council appears to have set appropriate and adequate monitoring criteria, indicating how the LIP's vision, aims, objectives, policies and proposals are to be assessed, and	Comment noted with thanks. No action required.

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		are in line with the advice that Natural England would propose.	
		Natural England is also pleased to see Haringey refer to the Habitats Regulation Assessment process and indicate the works already undertaken, paragraphs 2.11 to 2.17 refer.	Comment noted with thanks. No action required.
		Natural England will need to see a copy of the HRA for the LIP and agree its approach, methodology and conclusions. In respect of this we would like to draw your attention to the latest consolidation of the Habitats Regulations - the <i>Conservation of Habitats and Species Regulations 2010</i> . As in earlier versions of the regulations, this confirms that if it cannot be determined that a significant effect will not arise, the plan must then be subject to an Appropriate Assessment (Regulation 102).	Further to Natural England's original response, communication between them and the London Borough of Haringey on 5 th August 2010 clarified that the HRA done for the Core Strategy was sufficient for the purposes of LIP2. Natural England confirmed that a HRA was not required by stating: <i>"Natural England accepts the Habitat Regulation Assessment for the Core Strategy as being relevant and appropriate for the Local Implementation Plan. The issues covered in the HRA Screening are appropriate and cover the area's Natural England would wish to see considered, and are in line with relevant legislation. Chapter 5 of the Screening Report, sets out the Conclusions that a full Appropriate Assessment is not required in this instance, and in respect of the Local Implementation Plan for Haringey, Natural England would agree with this conclusion. The Council will still need to review and consider the potential for Appropriate Assessments in lower level Local Development Documents and or specific transport projects that may have an impact on European Designated Sites. Paragraph 5.2 proposes recommendations to strengthen and link policies to biodiversity and designated sites and this is to be commended and encouraged."</i>
		We would like to see links being made between the SEA and Habitat Regulations Assessment (HRA) process. Whilst the SEA and HRA processes are separate processes and should be reported upon individually, there are a number of linkages between the two processes. For example, evidence gathered for the HRA on European sites can be fed into the SEA process and the findings of HRA can feed into the SEA assessment.	
	Review of PPPs	Natural England proposes the inclusion of the following PPPs: National: <ul style="list-style-type: none"> Environment: The Transport Act 2000 (as amended by the Local Transport Act 2008) requires local transport authorities to have regard to Government guidance and policies on the environment when formulating LTPs and policies 	PPP's table has been updated to include additional plans as per request.

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		<ul style="list-style-type: none"> • Natural Environment and Communities Act (NERC) 2006 • Biodiversity Duty Guidance for Local Authorities on Implementing the Biodiversity Duty (Defra, 2007) can be found at: http://www.defra.gov.uk/wildlife-countryside/pdfs/biodiversity/la-guid-english.pdf • LTP and ROWIP Good practice note (2009): http://naturalengland.etraderstores.com/NaturalEnglandShop/Product.aspx?ProductID=a9f67df9-f61d-40ae-9ed7-457b60b89394 • Guidance on Local Transport Plans and the Natural Environment (2009): http://www.naturalengland.org.uk/Images/local-trans-plans_tcm6-15159.pdf • Landscape Indicators for Strategic Environmental Assessment of LTPs – issues to consider, The Countryside Agency 2005: http://www.naturalengland.org.uk/Images/landscapeindicators05_tcm6-10501.pdf • Treatment of Landscape, Biodiversity, Access & Recreation in Sixteen Provisional Local Transport Plans, Countryside Agency 2005: http://www.naturalengland.org.uk/Images/landscapeereport05_tcm6-10502.pdf • Biodiversity Indicators in Your Pocket. (2007) Defra. http://www.jncc.gov.uk/pdf/2010-BIYP2007.pdf • Climate change and biodiversity adaptation: the role of the spatial planning system. Natural England commissioned report. April 2009 http://naturalengland.etraderstores.com/NaturalEnglandShop/Product.aspx?ProductID=1b0e18e5-cf75-4068-a644-05bd294e2cfb • Biodiversity by Design. (2004) TCPA. http://www.tcpa.org.uk/pages/biodiversity-by-design.html • Open Space Strategies – Best Practice Guidance. (2009) CABE and Greater London Authority. The guidance will help all those creating neighbourhoods to make them vibrant, healthy and sustainable places as well as lively and beautiful places in which to live. 	

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		<p>http://www.cabe.org.uk/publications/open-space-strategies?utm_medium=email&utm_source=Campaign%20Monitor&utm_content=631791247&utm_campaign=CABE+News+-+June+2009+ +hulis&utm_term=Open+space+strategies</p> <ul style="list-style-type: none"> • NE176 - Natural England's Green Infrastructure Guidance 2009. http://naturalengland.etraderstores.com/NaturalEnglandShop/Product.aspx?ProductID=cda68051-1381-452f-8e5b-8d7297783bbd • Nature Nearby – Accessible Natural Greenspace Guidance http://naturalengland.etraderstores.com/NaturalEnglandShop/NE265 • 'By all reasonable means: Inclusive access to the outdoors for disabled people.' CA 215. (Countryside Agency 2005). http://naturalengland.twoten.com/naturalenglandshop/docs/CA215.pdf • 'The Countryside In and around Towns – a vision for Connecting Town and Country in Pursuit of Sustainable Development', Countryside Agency and Groundwork, 2005. http://naturalengland.twoten.com/naturalenglandshop/docs/CA207.pdf • Active Travel Strategy, Department for Health and Department of Transport, Feb 2010: http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_113102 • Planning for Sustainable Travel, Commission for Integrated Transport, October 2009: www.plan4sustainabletravel.org • Delivering Low Carbon Travel: An Essential Guide for Local Authorities, DfT, November 2009 <p>Regional/Sub-regional</p>	

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		<ul style="list-style-type: none"> • The Mayors Transport Strategy • Information regarding the geology, landform and biodiversity of London can be found at: http://www.naturalengland.org.uk/regions/london/ourwork/londonnaturalsignatures.aspx • Further links and Regional information on the geology, landform and biodiversity can be found at: http://www.london.gov.uk/priorities/environment 	
	Baseline information	<p>In relation to baseline information, the Council have provided a clear reference and potential indicator sources of how the plan will:</p> <ul style="list-style-type: none"> • conserve and enhance landscape (and townscape) character and quality; • conserve and enhance biodiversity and geodiversity; • conserve and enhance opportunities for sustainable public access to the natural environment; • adopt a strategic approach to planning and provision of multi functional green infrastructure; • ensure the natural environment can adapt to and mitigate for the effects of climate change. 	Comment noted with thanks. No action required.
		<p>The Council may also wish to give further consideration on key environmental assets including:</p> <ul style="list-style-type: none"> • Landscape: <ul style="list-style-type: none"> - London Regional Landscape Character Framework - Countryside Quality Counts; - Protected landscapes - boundaries of Special Protection Areas (SPA's), Special Areas of Conservation (SAC's) and the location of Sites of Special Scientific; • Biodiversity: <ul style="list-style-type: none"> - Protected Areas and Species - UK BAP information - SSSI condition <ul style="list-style-type: none"> • Geodiversity and soils • Access: <ul style="list-style-type: none"> - National Trails, - Open access - Coastal access 	The baseline information presented as part of the Scoping Report is deemed to effectively present an overall picture of London Borough of Haringey. However, where relevant and where information is readily available, additional information has been included.

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		<ul style="list-style-type: none"> - Other access e.g. permissive access - PROW <ul style="list-style-type: none"> • Green Infrastructure 	
	Sustainability issues and problems	<p>We believe the following sustainability issues and opportunities, if considered can help strengthen the Council's Plan further:</p> <ul style="list-style-type: none"> - Climate change and carbon emissions from transport Mitigation of an adaptation to climate change through: <ul style="list-style-type: none"> •reducing carbon emissions; •making best use of existing transport infrastructure •making use of green infrastructure associated with transport networks for climate change adaptation e.g. carbon storage, sustainable drainage, energy generation, and water conservation. •reducing the need to travel • shifting necessary travel to more sustainable modes (public rights of way and wider access network improvements) and behaviours, and locking in the benefits. 	Comment noted and has been taken into account in the relevant section of Table 5.1 – Key Environmental Issues.
		<p>Impacts on the natural environment from transport and associated infrastructure.</p> <ul style="list-style-type: none"> • Conserving and enhancing local landscape (and townscape) character and quality, and local distinctiveness (including reducing noise and light pollution); • Conserving and enhancing biodiversity (habitats and species) and geodiversity; • Maintaining and enhancing green infrastructure as part of the transport network for its wide ranging contribution to biodiversity; geodiversity; accessible recreation and associated health benefits; adapting to climate change (e.g. carbon storage, drainage, and water conservation); 	<p>Reference to townscape character and geodiversity has been added in the relevant sections of Table 5.1 – Key Environmental Issues.</p> <p>However, all other topics, such as landscape, noise and light pollution, biodiversity and green infrastructure are already covered by relevant key issues and presented in a sufficient level of detail.</p>
		<p>Poor access to the natural environment</p> <ul style="list-style-type: none"> • Maintaining and enhancing access to green and open spaces • Maintaining and improving the public rights of way and wider access network (through integration with and implementation of the Rights of Way Improvement Plan); 	No action. Access to green and open spaces, public rights of way and wider access network are already covered under Key Issue – Quality and Accessibility of Open Space and Physical Activity, and are presented in a sufficient level of detail.
		Obesity and poor mental and physical health of adults and children	No action. Improving health through active travel and improved access to the natural environment are

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		<ul style="list-style-type: none"> Improving health through active travel and improved access to the natural environment, for example through our Walking for Health project and our Green Exercise programme. 	already covered under Key Issue – General Health and Health Inequalities.
		<p>Car based visitor pressure affecting protected landscapes and sites of biodiversity value.</p> <ul style="list-style-type: none"> More sustainable access in rural locations that provide benefits for residents as well as visitors. Protected sites becoming exemplars of sustainable transport 	No action. Sustainable transport and access is already covered by relevant key issues and presented in a sufficient level of detail.
	SEA Framework	<p>We would welcome the Council strengthening objectives covering the following:</p> <ul style="list-style-type: none"> Conserving and enhancing landscape (and townscape) character and quality; and local distinctiveness; 	SEA objectives 6 and 7 have been amended to include reference to landscape and townscape character and quality. Local distinctiveness is already covered by SEA objective 6.
	<ul style="list-style-type: none"> Conserving and enhancing biodiversity, including both habitat and species; 	SEA objective 5 has been amended to include reference to both habitats and species.	
	<ul style="list-style-type: none"> Conserving and enhancing geodiversity and soils; Providing and enhancing opportunities for public access to a good quality rights of way, open space and countryside. 	<p>No action required. Protection and enhancement of Geodiversity is already part of SEA objective 5 and protection of soils is covered by SEA objective 9.</p> <p>Improved accessibility to amenities, such as open space, is already part of SEA objective 3.</p> <p>However, to ensure that access to good quality rights of way and countryside is accurately reflected in this objective, the following indicators have been added:</p> <ul style="list-style-type: none"> Access to countryside % of rights of way that are easy to use (former BVPI 178) 	
Appendix A – Baseline Information		<p>Natural England welcomes the inclusion of targets and indicators based on the following, and where appropriate specific targets can be used to strengthen the document further:</p> <ul style="list-style-type: none"> Targets for securing at least no net significant adverse effect on the character or quality of protected landscapes and nature conservation sites, and preferably a net enhancement. We recommend making use of data such as: <ul style="list-style-type: none"> Landscape Character Assessment and Countryside Quality Counts for 'landscape' and 'townscape'; (For further 	The baseline tables have been prepared using relevant and readily available information. It is believed that the targets are sufficiently covered with satisfactory level of detail.

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		<p>advice on landscape indicators for SEAs of LTPs see: http://www.naturalengland.org.uk/Images/landscapeindicators05_tcm6-10501.pdf</p> <ul style="list-style-type: none"> ○ Biodiversity Action Plan targets; ○ Habitat and species targets aligned to the work of the London Biodiversity Partnership. <ul style="list-style-type: none"> ● Targets for enhancing the quality and length of green corridors and Public Rights of Way. We would specifically welcome a target on km of new access routes for walkers, cyclists and horse riders, where appropriate, to be created as a result of the third round Local Transport Plan. ● Targets for increasing quality parks & accessible greenspaces using Accessible Natural Greenspace Standards, (see our 'Nature Nearby' publication listed in the Appendix below) and national standards such as 'Green Flag' for parks and open spaces, and Country Parks accreditation schemes. ● Targets for delivering health benefits through green exercise and active travel on the transport network. ● Targets identifying the contribution the LTP will make to National Indicators (specifically NI 186, 188 and 197), as well as health indicators. 	

Appendix D –
LIP2
Preferred
Option
Detailed
Assessment

Table XXX – Haringey LIP2 Preferred Option Assessment

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse						
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations	
			ST	MT-LT		
1	To reduce crime, disorder and fear of crime and promote safe communities	<p>Ensuring that Haringey is safer for all is one of the priorities of LIP2. LIP2 highlights that the Council will continue to implement schemes and encourage developments which 'designs out the potential for crime' from the public realm.</p> <p>The corridors programme, part of LIP2 delivery plan, consists of developing holistic schemes that address several issues, including local safety. Several measures will be delivered as part of the neighbourhood and corridors programme that are likely to improve safety for all, especially for pedestrians, such as:</p> <ul style="list-style-type: none"> • Street lighting improvements and CCTV positioning to be incorporated into the design of the public realm and pedestrian links to design out potential crime hotspots and reduce the perceived fear of crime. This is a Borough-wide measure, however with focus mainly in Green Lanes corridor, Harringay and St Ann's neighbourhood; • In Wood Green Town Centre and Seven Sisters corridor schemes such as improvement of the public realm, including footway and personal security, to make the areas more walkable and better connected are also likely to improve safety and decrease fear of crime. <p>To increase cycling, several measures to improve security will also be put in place Borough-wide. These include:</p> <ul style="list-style-type: none"> • Increase secure parking at major destinations across the borough, including district centres, rail/ tube stations and other key public transport nodes; • Street lighting improvements and CCTV positioning to reduce perceived fear of crime; • The Council will work with Metropolitan Police and other relevant stakeholders to improve cycle security by producing information on security, such as watermarking, good locking practice and choice of locks and targeting areas with high cycle theft levels; • Secure cycling parking on housing estates. <p>Security in public transport is also targeted as part of LIP2. Introduced in 2008, a pilot project called 'Busology', which was used to address pupil's perceptions and beliefs about travelling to school by bus, will continue to be used in secondary schools to promote good behaviour on buses and public transport.</p> <p>Additionally, smarter travel initiatives will assist in informing and changing</p>	+	++	No mitigation required as effect is deemed to be positive.	

Scale of Effect:						
+++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse						
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations	
			ST	MT-LT		
		<p>opinions on the perceived risk of crime when using public transport, walking or cycling and schemes that will 'design out the potential for crime' from the public realm will continue to be encouraged.</p> <p>As a result of all these measures LIP2 is considered to have beneficial effects against this objective, which are likely to increase in significance in the medium to long term.</p>				
2	To improve physical and mental health for all and reduce health inequalities	<p>Promotion of healthier lifestyles by encouraging walking and cycling and reducing disadvantage by making sure essential services, such as health, education and employment are accessible for all are two of the plan's recognised challenges.</p> <p>LIP2 is likely to contribute to the improved physical health of local residents through several programmes to increase the uptake of more active modes of travel. Programmes include businesses and school travel plans, personalised travel planning, marketing and promotional measures to raise awareness, challenge attitudes and encourage travel behaviour change, cycle hire scheme, cycle training, bicycle maintenance sessions, biking Borough strategy, active lifestyles programme in schools and active for life programme, Improving walking and cycling access to health services, parks and open spaces will also encourage the local population to increase physical activity.</p> <p>Additionally, LIP2 highlights that partnership working with the local NHS trust will be undertaken to support Health Checks being carried out for all 40 – 74 year old people in Haringey. This will target those people who have expressed an interest in physical activity to improve their health.</p> <p>Also deprivation and associated health inequalities will be reduced as part of the plan. This will be done by improving accessibility to employment opportunities, education and health facilities. In addition, public transport will be made more accessible for disabled people, including working wheelchair ramps on buses and more convenient bus-to-bus transport interchanges for those with mobility problems. These are Borough-wide measures, however, with more focus on Seven Sisters corridor and neighbourhood and North Tottenham corridor and neighbourhood.</p> <p>Measures to improve connectivity are also likely to have beneficial effects against this objective. By reducing community severance, LIP2 is expected to enhance community cohesion and consequently contribute to improved health and wellbeing and reduce health inequalities. Reducing crime and fear of crime also improve both physical and mental wellbeing, allowing greater access to</p>	+	++	No mitigation required as effect is deemed to be positive.	

Scale of Effect:						
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No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations	
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		<p>opportunities through the transport system and facilitating secure access to health services.</p> <p>Implementation of Greenways cycle and pedestrian routes is also likely to contribute to improved mental health of the local residents as it will encourage leisure trips. Four links are being developed:</p> <ul style="list-style-type: none"> • Link 1 Parkland Walk south [between Highgate and Finsbury Park] • Link 2 Parkland Walk north [between Muswell Hill and Muswell Hill Road] • Link 3 Finsbury Park to Lee Valley • Link 4 Highgate to Alexandra Palace Park <p>Shifting to more sustainable modes of transport will therefore improve people's health due to use of more active modes of travel and better air quality. However, LIP2 also aims to improve the highway and road network through increased maintenance programmes. Although this is likely to improve road conditions, thereby potentially encouraging private car usage and associated adverse effects. This is unlikely to counterbalance the benefits from sustainable transport measures and on balance, LIP2 is considered to have beneficial effects against this SEA objective, which are likely to increase in significance in the medium to long term.</p>				
3	To improve access to services, amenities and opportunities for all groups	<p>One of the plan key challenges is 'improve access to key destinations including town centres and employment and regeneration areas' and improving accessibility is also one of LIP2 main objectives.</p> <p>The corridors programme (part of LIP2 delivery plan) consists of developing holistic schemes that address several issues, including improving accessibility. Several schemes and programmes, proposed as part of LIP2, are likely to improve accessibility, thus having a significant positive effect against this SEA objective. These include:</p> <ul style="list-style-type: none"> • <i>Green Lanes Corridor, Harringay and St Ann's Neighbourhood</i> - improve walking and cycle accessibility to and from town centres and the public transport network. Also includes footway and carriageway accessibility improvements, incorporating bus stop accessibility; • <i>Wood Green Town Centre</i> - an integrated set of proposals for the Wood Green town centre to improve pedestrian and cycling accessibility will be developed. A 'Major Scheme' proposal will be focused on making the town more walkable and better connected; • <i>Tottenham Hale Gyrotory Scheme complementary measures</i> - pedestrian, cycling and public transport accessibility improvements to 	+	++	No mitigation required as effect is deemed to be positive.	

Scale of Effect:						
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No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations	
			ST	MT-LT		
		<p>Tottenham Hale transport interchange for the Tottenham Hale and Tottenham Green neighbourhoods and Tottenham High Road corridor;</p> <ul style="list-style-type: none"> • <i>Seven Sisters corridor and neighbourhood</i> - new scheme implementation, which will incorporate the TfL's 'Better Streets' principles to improve sustainable transport accessibility; • <i>North Tottenham corridor and neighbourhood</i> - accessibility improvements to the public transport network and for cyclists and pedestrians; • <i>Borough-wide</i> - improve stations access and increase the capacity and reliability of the public transport network, including London Underground, development of Greenways route, cycle superhighway, cycling hub, development of the potential for water based transport, shopmobility scheme, bus network enhancements including the orbital bus network across the Borough which is essential to improve accessibility to new employment opportunities from the Borough's town centres and the main public transport interchanges; • <i>Bus network enhancements, including orbital bus network</i> - enhance public transport connectivity, particularly for the orbital bus route network across the borough, which is essential to improve accessibility to new employment opportunities from the Borough's town centres and the main public transport interchanges; • <i>Wood Green and Turnpike Lane</i> - development of cycling hub. <p>Overall, LIP2 is considered to have a positive effect against this objective, which is likely to improve in significance in medium to long term.</p>				
4	To improve the vitality and vibrancy of town centres	<p>Improved accessibility, especially by sustainable modes of transport, and improved public realm in town centres, all part of LIP2, are likely to promote vibrancy and sustain the economic vitality of town centres. Wood Green High Road and the town centre are considered key priorities for investment in terms of providing major enhancements to public realm and sustainable transport accessibility, and to meet the increased travel demand generated by the Haringey Heartlands development. In addition, proposals to enhance Wood Green town centre with improvements to pedestrian accessibility and the public realm are being developed and will be improved as part of LIP2.</p> <p>Green Lanes town centre will also be enhanced and accessibility improved as part of LIP2, especially by foot, bicycle and public transport.</p> <p>LIP2 states that the principles of TfL's 'Better Streets' initiatives will be applied</p>	+	+	<p>No mitigation required as effect is deemed to be positive.</p> <p>However, the following recommendations to further improve LIP2 could be considered:</p> <ul style="list-style-type: none"> - LIP2 should seek to exploit opportunities to work in conjunction with the private and voluntary sectors to maximise the benefits derived from LIP2 measures. 	

Scale of Effect:								
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			ST	MT-LT				
		<p>to improve the accessibility, function and quality of Haringey's town centre corridors and adjacent neighbourhoods, while maintaining the character of the areas built and historic environment. Connected, fast and reliable transport links are vital for sustaining the economic regeneration of Haringey, especially the town centres, and the wider north London economy.</p> <p>Haringey Council is committed to promoting the uptake of electric vehicles. The Council is implementing a programme of charging infrastructure in off street public car parks and on street locations in or near town centres, transport hubs and employment areas. LIP2's aim to substantially increase electric vehicle charging infrastructure, especially within town centres, is likely to contribute to having more people visiting town centres.</p> <p>All these measures, which are part of LIP2, are likely to contribute to this SEA objective, thus having a beneficial effect when assessed against it.</p>						
5	To protect and enhance biodiversity, including both habitats and species, green infrastructure and geodiversity	<p>LIP2 recognises that the need to protect and enhance the built and natural environment is one of Haringey challenges and LIP2 objectives. Public realm improvements as part of LIP2 are likely to include measures to protect and enhance biodiversity existing within the Borough. Tree street planting and speed traffic control, also proposed as part of LIP2, are likely to positively contribute to this SEA objective.</p> <p>By promoting modal shift LIP2 may potentially reduce levels of air, noise, vibration, water and light pollution leading to beneficial indirect effects on biodiversity. Programmes such as travel plan supports the council's ambition to become one of London's greenest boroughs by encouraging the use of sustainable transport and in protecting and improving the environment. Travel planning advice will also be incorporated into an Environmental Audit Service to be launched for small businesses in the borough. Additionally, the Council will seek to work with the North London sub regional partnership, Network Rail, train operating companies and TfL to develop travel plans for main line and underground stations in Haringey specifically to address among others objectives, the most environmentally friendly package of measures.</p> <p>However, LIP2 also aims to improve the highway and road network through increased maintenance programmes thereby potentially encouraging private car usage but any adverse effects are unlikely to counterbalance the benefits arising from sustainable transport measures</p> <p>A circular route in Lordship recreational ground to complement the existing Greenways route will be completed and there will be reconstruction and</p>	-	+	<p>The following mitigation measures should be considered by LIP2:</p> <ul style="list-style-type: none"> - Opportunities for habitats creation and enhancements should be proposed. - Any unavoidable loss of biodiversity should be properly replaced within the Borough. 			

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			ST	MT-LT		
		<p>widening of the path in Lordship Recreation Ground, which is likely to result in the loss of some greenfield land, thus having some adverse effects on any existing biodiversity.</p> <p>On balance, LIP2 is considered to have slight adverse effects against this SEA objective in the short term. However, as travel behaviour changes with time and the use of more sustainable modes of transport, especially walking and cycling, increases, the effect is considered to be slight beneficial in the medium to long term. This increased beneficial effect will increase over time as more public realm measures to protect and enhance biodiversity are implemented.</p>				
6	To protect and enhance the borough's townscape character and quality, distinctiveness and cultural heritage resources	<p>LIP2 recognises that one of Haringey challenges is to protect and enhance the built and natural environment. LIP2 also recognises that improving accessibility and the public realm to cultural areas is an essential component for promoting sustainable regeneration and sustaining the economic vitality of Haringey's historic town centres. LIP2 highlights that the principles of TfL's 'Better Streets' initiatives will be applied to improve the accessibility, function and quality of Haringey's town centre corridors and adjacent neighbourhoods, while maintaining the character of the areas built and historic environment.</p> <p>While enhanced public realm through design is likely to protect and enhance the historic environment of the area, increasing the attractiveness of those areas can have some slight adverse effects. Increased attractiveness, increased accessibility and better and improved streets are likely to not only attract visitors who use sustainable modes of transport but also attract visitors who are willing to travel using private cars, thus increasing traffic in those sensitive areas. The townscape character will also be adversely affected, albeit temporarily, by the effects of construction works such as digging and signage. Construction works of additional infrastructures may also have the potential to disturb any unknown archaeological features.</p> <p>Therefore, LIP2 is considered to have slight adverse effects against this SEA objective in the short term. However, as travel behaviour changes with time and the use of more sustainable modes of transport, especially walking and cycling, increases, the effect is considered to be slight beneficial in the medium to long term.</p>	-	+	<p>The following mitigation measures should be considered by LIP2:</p> <ul style="list-style-type: none"> - Road traffic should be restricted in areas in close proximity to historic assets, where viable. - Use of sympathetically designed streetscape furniture and materials when delivering new/improved walking and cycling routes and new infrastructure. - Safeguard as much as possible the settings and character of historic areas. - Ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan. 	
7	To protect and enhance the borough's landscape resources, character and quality	<p>LIP2 recognises that one of Haringey challenges is to protect and enhance the built and natural environment, including the borough's landscape resources, such as significant open land, Green Belts and the Lee Valley. Accessibility to existing public open spaces, by sustainable modes of transport, such as walking and cycling, is likely to improve as a result of LIP2, which is likely to beneficially affect the borough's landscape resources. Additionally, LIP2 is</p>	+	+	<p>No mitigation required as effect is deemed to be positive.</p> <p>However, the following recommendations to further improve LIP2 could be considered:</p>	

Scale of Effect:						
+++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse						
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations	
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		likely to lead to modal shift away from cars, which is also likely to have beneficial effects on the borough's landscape character and quality. Therefore, LIP2 is considered to have slight beneficial effects against this SEA objective.			- Safeguard as much as possible the borough's landscape resources, character and quality	
8	To protect and enhance the quality of water features and resources	<p>LIP2 is likely to lead to modal shift away from cars, which is likely to slightly reduce pollution on watercourses through run-off from roads and air pollution entering the water cycle. LIP2 highlights that the Council will consider the scope for the appropriate planting of street trees as part of all infrastructure improvements, particularly those involving public realm enhancements and as part of traffic calming measures. Increasing the number of trees and vegetation (urban greening) in Haringey will also contribute to absorb water run-off.</p> <p>LIP2 also proposes to develop the potential for water based transport in North London by using the London Blue Ribbon Network and the Lee Navigation Canal. Water based transport is not only effective, but is also considered the most appealing environmentally when compared with corresponding volumes of movement by road and rail. Water based transport will relieve freight movement on the road network, thus reducing road-based traffic and protecting the water environment.</p> <p>Overall, LIP2 is likely to have slight beneficial effects against this objective.</p>	+	+	<p>No mitigation required as effect is deemed to be positive.</p> <p>However, the following recommendations to further improve LIP2 could be considered:</p> <ul style="list-style-type: none"> - Ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan, which will help avoid or reduce any water pollution effects. - LIP2 could state that any future use of the London Blue Ribbon Network for water based transport must ensure that the use of this network should be undertaken in a sustainable manner 	
9	To encourage the use of previously developed land and protection of soils	<p>LIP2 involves limited landtake due to pedestrian and cycling routes and associated infrastructure like bike parking spaces being constructed and improved. However, most of these schemes are likely to happen in previously developed land and allocation of this type of development may be considered as efficient use of land. The new bus station (Tottenham Hale Gyratory scheme) and the cycling hub in Wood Green and Turnpike Lane are also to be constructed in previously developed land.</p> <p>A circular route in Lordship recreational ground to complement the existing Greenways route will be completed and there will be reconstruction and widening of the path in Lordship Recreation Ground, which is likely to result in the loss of some greenfield land and increased hard surfaces. This is likely to have some adverse effects against this objective. However, on balance LIP2 is considered to have slight beneficial effects when assessed against this SEA objective.</p>	+	+	No mitigation required as effect is deemed to be positive.	
10	To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions	The emphasis on cycling and walking measures is likely to have little effect on the level of flood risk and effects of other adverse weather conditions relating to climate change. LIP2 states that the Council will consider the scope for the appropriate planting of street trees as part of all infrastructure improvements, particularly those involving public realm enhancements and as part of traffic	0	+	<p>No mitigation required as effect is deemed to be positive.</p> <p>However, the following recommendations to further improve</p>	

Scale of Effect:						
+++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse						
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations	
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		<p>calming measures. Increasing the number of trees and vegetation (urban greening) in Haringey will also contribute to climate change adaption and mitigation and absorb rain water runoff. The proposal to increase the number of trees and vegetation will be a positive contribution to reducing the urban heat island effect through increasing evapotranspiration in the urban environment. This is one of the most effective means of combating the increased summer temperatures that will be a feature of London's including Haringey's climate.</p> <p>Therefore, LIP2 is considered to have neutral effect in the short term increasing to slight beneficial in the medium to long term as urban greening is increased with time.</p>			<p>LIP2 could be considered:</p> <ul style="list-style-type: none"> - LIP2 could provide reference to the need to minimise and mitigate the risk of flooding. 	
11	To protect and improve air quality	<p>As the whole Borough is located within an Air Quality Management Area (AQMA), LIP2 recognises that one of Haringey challenges is improving air quality through reduced car use. As such the emphasis of LIP2 is on reducing car-dependency through cycling and walking, use of public transport, travel plans, controlled parking zones, electric vehicle use, car club expansion with access for mobility impaired, training for travel behaviour change and travel awareness initiatives. Lowering traffic volumes, easing congestion and encouraging a modal shift to sustainable transport will significantly contribute to improve Haringey's air quality, and specifically lower NOx and PM10 levels. These measures will be implemented where practicable at the priority air quality hotspots with the priority corridors and neighbourhoods. LIP2 will support Haringey's Air Quality Action Plan. Interventions and proposals contained within LIP2's delivery plan directly support the delivery proposals within Haringey's Air Quality Action Plan.</p> <p>Shifting to more sustainable modes of transport will improve local air quality. However, LIP2 also aims to improve the highway and road network through increased maintenance programmes. Although this is likely to improve road conditions, thereby potentially encouraging private car usage, the adverse effects are not likely to counterbalance the benefits from sustainable transport measures.</p> <p>All measures and programmes to introduce initiatives that reduce air pollutant emissions from road transport by promoting smarter travel choices, raising awareness and encouraging sustainable travel behaviour are likely to have beneficial effects on local air quality which is likely to increase in significance in the medium to long term.</p>	+	++	No mitigation required as effect is deemed to be positive.	
12	To limit climate change by reducing greenhouse gas,	LIP2 recognises that one of Haringey challenges is to reduce CO ₂ emissions from transport in the borough by 60% by 2025 by reducing car use and	+	++	No mitigation required as effect is deemed to be positive.	

Scale of Effect:								
+++ Large Beneficial		++ Moderate beneficial		+ Slight beneficial	0 Neutral or no effects	- Slight adverse	-- Moderate adverse	-- Large adverse
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations			
			ST	MT-LT				
	including CO ₂ emissions	<p>encouraging low carbon transport alternatives. As such the emphasis of LIP2 is on reducing road traffic and congestion through improving and promoting cycling, walking, increasing public transport use, developing the potential for water based transport which will help decrease freight movement on roads, promoting and increasing travel plans, controlled parking zones and electric vehicle use, To increase electric vehicle use the Council will develop a programme to expand the borough's network of on and off street electric vehicle charging points.</p> <p>LIP2 also promotes other measures and programmes to decrease private car use, thus contributing greatly to reduce greenhouse gas emissions. Measures and programmes include expansion of car clubs, training for travel behaviour change and travel awareness initiatives, reducing car ownership and discouraging private car usage through traffic and demand management measures, such as increase of 20mph zones in certain areas such as Hornsey and Noel Park estate and controlled parking zones (CPZs).</p> <p>Additionally LIP2 highlights that the Council will support and part fund the delivery of innovative community projects to encourage sustainable and carbon efficient travel behaviour. This includes delivery of Low Carbon Zones within Haringey. As a result, Muswell Hill is likely to become one of 10 Low Carbon Zones in London.</p> <p>The combination of measures and programmes presented as part of LIP2 is likely to lead to modal shift with reduced levels of greenhouse gas emissions as reduced car travel and road freight are likely to reduce the carbon footprint of transport provision. In addition, planting street trees and vegetation (urban greening) is likely to bring numerous but slight beneficial properties including the ability to filter out particular matter and absorb CO₂.</p> <p>On the other hand, LIP2 also aims to improve the highway and road network through increased maintenance programmes. Although this is likely to improve road conditions, thereby potentially encouraging private car usage, the adverse effects are not likely to counterbalance the benefits from sustainable transport measures.</p> <p>On balance, LIP2 is considered to have beneficial effects against this objective, which are likely to increase in significance in the medium to long term as travel behaviour changes and urban greening increases with time.</p>			<p>However, the following recommendations to further improve LIP2 could be considered:</p> <ul style="list-style-type: none"> - LIP2 should periodically review the role which traffic and demand management measures assume in promoting both a modal shift towards public transport as part of the wider package of measures aimed at tackling the carbon footprint of transport. 			
13	To ensure the sustainable use of natural resources	LIP2 involves some physical intervention and construction works, for example in the delivery of the new bus station (Tottenham Hale Gyratory scheme), new	-	+	The following mitigation measures should be considered by LIP2:			

Scale of Effect:					
+++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations
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		<p>and improved walking and cycling paths/routes and new cycling hub (Wood Green and Turnpike Lane, and in the delivery of several maintenance programmes, such as maintenance of highways, road network, footways, drainage, highways bridges and structures and rail and underground improvements. This inevitably requires resources and creates waste. On the other hand LIP2 limits the extent of resource use by reducing the reliance on private car usage, and by implication the use of finite resources such as petrol.</p> <p>Therefore LIP2 is likely to have slight beneficial effects against this SEA objective in the long term but slight negative in the short-term.</p>			- Ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan, which will help reduce, reuse and recycle waste. In addition, consideration and preference should be given to sourcing recycled, reused and locally based resources.
14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel	<p>The emphasis of LIP2 is on reducing road traffic and congestion through improving and promoting cycling, walking and public transport, reducing car ownership and the need to travel and discouraging private car usage through traffic management. LIP2 proposes a wide range of measures to achieve this objective. These include:</p> <ul style="list-style-type: none"> • new and improved walking and cycling routes; • better connectivity; • improved accessibility; • increased mobility with schemes such as shopmobility; • increased capacity and reliability of the public transport network; • smarter travel initiatives, such as school travel planning and education, training and publicity, behavioural change measures and travel awareness initiatives, travel plans with the Haringey Council's Staff Travel Plan leading by example, safety campaigns such as Borough-wide Powered Two Wheeler safety campaign; • smarter working policies; • water based transport; • controlled parking zones; • electric vehicle use, with subsequent expansion of on and off street electric vehicle charging points; • car clubs expansion, especially improved car club access for mobility impaired; • 20mph zones; • partnerships initiatives within Haringey Council and NHS Haringey to increased active travel and lifestyles; • improved public realm; and • local safety schemes. <p>Shifting to more sustainable modes of transport will have significant benefits against this SEA objective. However, LIP2 also aims to improve the highway</p>	++	+++	<p>No mitigation required as effect is deemed to be positive.</p> <p>However, the following recommendations to further improve LIP2 could be considered:</p> <ul style="list-style-type: none"> - LIP2 should be adequately flexible so as to accommodate forthcoming technological developments, which will improve sustainable transport provision within London.

Scale of Effect:						
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No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations	
			ST	MT-LT		
		<p>and road network through increased maintenance programmes. Although this is likely to improve road conditions, thereby potentially encouraging private car usage, the adverse effects are not likely to counterbalance the benefits from sustainable transport measures.</p> <p>On balance, LIP2 is considered to have significant beneficial effects against this objective, which are likely to increase in significance in the medium to long term.</p>				
15	To reduce noise, vibration and light pollution	<p>The emphasis of LIP2 is on reducing road traffic and congestion through improving and promoting cycling, walking and public transport, reducing car ownership and the need to travel and discouraging private car usage through traffic management. The combination of these measures is likely to lead to modal shift with corresponding reduced levels of noise, vibration and light. LIP2 also highlights that potential for water based transport will be developed. This is likely to reduce road-based freight movement, thus reducing noise and vibration arising from this type of transportation.</p> <p>In addition, LIP2 highlights that the Council will seek to introduce measures which reduce or mitigate the impact of traffic noise, such as the laying of quieter road surfacing materials, the introduction of 20 mph zones to reduce speeding traffic, and speed control alternatives to road such as humps to promote smoother and quieter driving speeds. Planting street trees also bring some benefits, including the ability to provide a barrier to noise pollution.</p> <p>However, levels of noise, vibration and light pollution may slightly increase in certain places such as around bus stops and stations such as the new bus station proposed (Tottenham Hale Gyrotory scheme), train and underground stations. In addition, LIP2 also aims to improve the highway and road network through increased maintenance programmes. Although this is likely to improve road conditions, thereby potentially encouraging private car usage, the adverse effects potentially arising are unlikely to counterbalance the benefits from sustainable transport measures.</p> <p>All measures and programmes that promote smarter travel choices, raises awareness and encourages sustainable travel behaviour are likely to have beneficial effects against this objective which is likely to increase in significance in the medium to long term.</p>	+	++	<p>No mitigation required as effect is deemed to be positive.</p> <p>However, the following recommendations to further improve LIP2 could be considered:</p> <ul style="list-style-type: none"> - Ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan, which will help reduce noise, vibration and light pollution. 	

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Appendix C – Policy Influences

London-wide Influences

Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS) sets out the policy context for the planning, management and development of transport in London. The document is primarily intended as a framework for the various authorities responsible for providing and implementing detailed plans relating to transportation within London.

The MTS has been developed in line with The Mayor's vision of creating a transport system that opens up opportunities for all of London's people and enterprises, whilst placing great emphasis on environmental standards and quality of life. It is anticipated that this vision will be achieved by focusing on the policies and proposals within his transport strategy and by achieving the following six overarching goals:

- Support economic development and population growth
- Enhance the quality of life for all Londoners
- Improve the safety and security of all Londoners
- Improve transport opportunities for all
- Reduce transport's contribution to climate change and improve its resilience
- Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

The MTS outlines a number of expected outcomes related to the above goals, which are summarised in Table A.1. The outcomes where borough councils have a key role to play in delivery are shown in bold.

The MTS states that London's 'transport geography' exists on a number of levels, which are international, regional, sub-regional and local. The document further explains that "It is essential that the strategy addresses the nature, location and scale of the transport issues arising at each of these levels, and ensures that those organisations best placed to develop solutions to those challenges are enabled to do so".

When discussing sub-regional travel the MTS makes specific reference to the North London sub-region, with Wood Green as its only metropolitan town centre. The strategy highlights that in this area "ensuring capacity for sustainable population and employment growth remains a challenge", this is despite good links to transport infrastructure throughout this sub-region.

The MTS outlines 129 proposals which are intended to address the Mayor's 6 overarching goals, these proposals have been summarised in Table A.2. below. The strategy highlights the need for a balanced and integrated approach to achieving these goals as some of the proposed measures may have some negative aspects, particularly as there is often competition for the limited space on London's transport network. As different areas within London will require different policy interventions the proposals as set out within the MTS will need to be applied according to the nature of each locality.

Table A.1: MTS Goals, Challenges and Outcomes

Thematic Goals	Challenges	Outcomes (those relevant to LIPs are highlighted in bold)
Economic Development and Growth	Supporting population and employment growth	<ul style="list-style-type: none"> • Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel
	Improving transport connectivity	<ul style="list-style-type: none"> • Improving employers' access to labour markets • Improving access to commercial markets for freight movements and business travel
	Delivering an efficient and effective transport system for goods and people	<ul style="list-style-type: none"> • Smoothing traffic flow (reducing road congestion and traffic journey time variability) • Improving public transport reliability • Reducing operating costs • Bringing and maintaining all assets to a state of good repair
Quality of Life	Improving journey experience	<ul style="list-style-type: none"> • Improving public transport customer satisfaction • Improving road user satisfaction • Reducing operating costs • Bringing and maintaining all assets to a state of good repair
	Enhancing the built and natural environment	<ul style="list-style-type: none"> • Enhancing streetscapes, improving the perception of urban realm and developing shared space initiatives
	Improving air quality	<ul style="list-style-type: none"> • Reducing air pollutant emissions from ground based transport, contributing to EU air quality targets
	Improving noise impacts	<ul style="list-style-type: none"> • Improving perceptions and reducing impacts of noise
	Improving health impacts	<ul style="list-style-type: none"> • Facilitating an increase in active travel
Safety and Security	Reducing crime, fear of crime and anti-social behaviour	<ul style="list-style-type: none"> • Reducing crime rates (and improved perceptions of personal safety and security)
	Improving road safety	<ul style="list-style-type: none"> • Reducing the numbers of road traffic casualties
	Improving public transport safety	<ul style="list-style-type: none"> • Reducing casualties on public transport networks
Transport Opportunities	Improving accessibility	<ul style="list-style-type: none"> • Improving the physical accessibility of the transport system • Improving access to jobs and services • Ensuring the affordability of public transport fares
	Support regeneration and tackling deprivation	<ul style="list-style-type: none"> • Supporting wider regeneration outcomes
Climate Change	Reducing CO ₂ emissions	<ul style="list-style-type: none"> • Reducing CO₂ emissions from ground based transport, contributing to a London-wide 60% reduction by 2025
	Adapting for climate change	<ul style="list-style-type: none"> • Maintaining the reliability of transport networks

It is envisaged that borough councils will contribute significantly towards the delivery of the above proposals. The following four outcomes have been highlighted as areas where boroughs have a vital role:

- Cycle parking and cycle highway schemes (Proposal 53 – The cycling revolution);
- Better streets (Proposal 82 – Better streets);
- Use of cleaner vehicles within local authority fleets and electric charging points (Proposal 104 – Reducing CO₂ emissions);
- 10,000 street trees by 2012 with the ambition of an additional two million trees in London by 2025 (Proposal 112 – Adapting to climate change).

Table A.2: Summary of Mayor's Proposals for Transport

<p>Proposals to manage and enhance the transport system (Proposals 1-49)</p> <ul style="list-style-type: none"> • National Rail, Crossrail, London Overground, Docklands Light Railway, Tramlink • London Underground – Renewal and repair; Station refurbishments and accessibility; Station congestion relief; Cooling the Tube Customer care; Further improvements and extensions. • London's bus network – Bus network development; Bus service quality; Bus fleet development. • Taxis, private hire, coaches, community transport • Managing the Road network – Smoothing traffic flow; Minimising the impact of planned interventions; Minimising disruption from unplanned events; Technology development; Development of the road network; Maintaining road network assets for safety and efficiency. • The Blue Ribbon Network and River crossings • Accessibility of the transport system – Enhancing the physical accessibility of the transport system; Enhancing information provision; Improving staff services and attitudes of customers; Door-to-door transport. • Integrating London's transport system and services – Strategic interchanges. • London's airports – Airport capacity; Surface access
<p>Proposals to encourage more walking and cycling (Proposals 50-61)</p> <ul style="list-style-type: none"> • The cycling revolution – 'Biking Borough' approach; Raising awareness and 'mainstreaming' cycling; Improving cycle infrastructure, cycle training and safety; Integrating cycle provision with development; Cycle parking at stations. • Making walking count – Providing a safe, comfortable and attractive street environment; Making it easier to plan journeys on foot; Promoting the health and environmental benefits of walking.
<p>Proposals to improve safety and security (Proposals 62-81)</p> <ul style="list-style-type: none"> • Improving public transport safety • Improving road safety – Educating road users; Cyclist safety; Work-related road safety; Road safety engineering; Speed limits. • Reduce crime, fear of crime and antisocial behaviour – Developing successful partnerships to deliver a safer transport system; Engagement and education; Designing out crime; Safer travel at night.
<p>Proposals to improve London's environmental (Proposals 82-94)</p> <ul style="list-style-type: none"> • Better streets – Application of 'better streets' principles to town centres; Application of principles to create 'better streets'; making the most of infrastructure investment to improve streets and town centres. • Noise – Reducing the noise impacts of roads and public transport: Enhancing transport's contribution to the natural environmental. • Improving air quality – Behavioural changes; Reducing emissions from private vehicle fleet; Tackling air quality 'hot spots'.
<p>Proposals to tackle climate change (Proposals 95-113)</p> <ul style="list-style-type: none"> • Reducing carbon dioxide emissions – Carbon efficient travel behaviour; Smoothing traffic flow; Development and use of low carbon vehicles and energy /design principles; Mayoral innovation/leadership. • Adapting to climate change – Adapting to climate change (including Adaptation Strategies, Streets).
<p>Proposals to manage the demand for travel (Proposals 114-129)</p> <ul style="list-style-type: none"> • Better journey planning and smarter travel – Smarter travel initiatives; Smarter transport of freight and services. • Fares and ticketing – Fare levels; Concessionary fares; Fares collection. • Parking and loading – Parking and loading regulations and enforcement; Parking charges; Commercial vehicle loading and waiting. • Road user charging for economic and environmental aims

In order for the Mayor and Transport for London (TfL) to monitor the implementation of the above proposals the borough councils will be required to report on the scale of delivery on an annual basis.

Borough councils are also required to work together with the Mayor, TfL and other partners in order to achieve the following outcomes:

- A 60% reduction in London’s CO₂ emissions from ground-based transport by 2025, from a 1990 base;
- Road casualties – target to be confirmed once national target has been set.

Transport for London Business Plan and Investment Programme

The TfL Business Plan outlines how the TfL Core Programmes and Operating Unit will deliver the objectives sets out within the MTS. The current Business Plan covers the period of 2010/11-2018/19 and is reviewed on an annual basis. Table A.3: summarises the committed TfL schemes, programmes and policies that are to be delivered within the borough of Haringey.

Table A.3: Transport for London’s Committed Investment in Haringey

Category of Investment	Commitments for Haringey
Underground upgrades	<ul style="list-style-type: none"> • Piccadilly Line upgrade
Overground network improvements	<ul style="list-style-type: none"> • West Anglia and Lea Valley lines upgrade
Improvements to the bus network	<ul style="list-style-type: none"> • Continued implementation of iBus • Continued implementation of bus priority measures • Introduction of environmentally-friendly bus fleet
Major improvements at key transport interchanges	<ul style="list-style-type: none"> • Transport Policing Teams programme
Investment in smarter measures	<ul style="list-style-type: none"> • Promotion of Car Clubs, cycling facilities, development of travel plans, provision of good public transport information
Major initiatives to promote walking and cycling, improve the realm and promote shared use of road space	<ul style="list-style-type: none"> • Cycle Super Highways scheme
Relieving congestion	<ul style="list-style-type: none"> • A406 North Circular Road upgrade • Tottenham Hale Gyratory improvements

It is anticipated that the initiatives listed in table A.3 will directly improve transport capacity and connectivity as well as have a positive impact on the development of services at a local level. Table A.4 summarises the significant planned work programmes on the Transport for London road network (TLRN) within Haringey. In order to minimise disruption to road users it will be necessary for the council to take these works into account when planning local authority schemes.

Table A.4: Planned work programmes on the TLRN in Haringey

Planned Works	Description
<ul style="list-style-type: none"> A10 High Road/Rostrevor Avenue /St Ann's Road (LCN + Link 84) 	<ul style="list-style-type: none"> Junction redesign including closing Rostrevor Road and introducing staggered toucan crossing. Widen the southbound carriageway into the footway south of the junction to provide an up hill cycle lane. Provide northbound ASL
<ul style="list-style-type: none"> St Loys Road cycle crossing 	<ul style="list-style-type: none"> Cycle refuge islands at the junction of Tottenham High Road and St Loys Road
<ul style="list-style-type: none"> A10 The Roundway – Cycle track (LCN + Link 84) 	<ul style="list-style-type: none"> Extend off road cycle track around the Roundway and up to Fryatt Road
<ul style="list-style-type: none"> A10 Great Cambridge Rd / White hart Lane 	<ul style="list-style-type: none"> Recommendation to change signal timings to be investigated

Sub-regional Influences

North London Strategic Alliance.

The North London Transport Forum (NLTF) is the sub-regional partnership for North London and forms part of the North London Strategic Alliance (NLSA). The Transport Forum identifies North London's key challenge as the need to address the current problems and additional demand placed on the existing transport network in light of forecast growth. In order to meet this challenge the NLTF have identified the following outcomes as top priorities:

- Rail capacity increases and service improvements to meet growing demand.
- Bus network improved to encourage greater usage.
- Key interchanges upgraded to reduce congestion and accessibility to town centres improved to help them thrive.
- Road traffic delays reduced and cleaner vehicle and fuel technologies promoted.
- Improved safety and security on and around public transport.
- Sustainable transport promoted and modal shift encouraged.

Focussing on the above priorities will assist the borough councils in this sub-region to produce a LIP that not only accords with the MTS, but also concentrates on issues and challenges that reflect the characteristics of the region. The NLSA have produced a North London Transport Priorities Paper titled *“Delivering Transport for the Sustainable Growth of North London – An Outline Agenda”*. This paper sets out the local context and challenges for a growing sub-region and states NLSA's vision for North London as:

“By 2026, North London will have an excellent transport network which provides seamless, efficient, reliable and safe journeys for all its residents, workers and visitors. It will be a network which facilitates the sustainable growth of the sub-region and one which ensures that everyone has access to all opportunities. The goals will also help to mitigate the wider environmental impact of climate change.”

The paper continues by outlining transport improvements that have committed investment in place (please refer to Table A.3 for a summary of relevant improvement schemes). However, the NLSA does not believe that the proposed improvements are sufficient to address the current and forecast growth. The document then goes on to identify additional improvements for this sub-region. Table A.5: provides a summary of these potential measures.

Table A.5: Potential schemes that require additional investment

Category of Investment	Description
Rail	<ul style="list-style-type: none"> • Thameslink upgrade for North London • Increased capacity on West Anglia routes • Longer Trains and full electrification of North London and Gospel Oak to Barking lines • Strategic crossrail link between South-West and London • Relieve overcrowding on Northern and Piccadilly Lines • Encourage sustainable distribution of freight via upgrade of Gospel Oak to Barking and Felixstowe to Nuneaton rail lines
Bus and transit	<ul style="list-style-type: none"> • Root and branch review of bus network • Bus-based transit schemes • Express bus networks • Cross-River Tram scheme • Tackle bus-on-bus congestion at major interchanges
Integration	<ul style="list-style-type: none"> • Improvements at key interchanges (particularly Tottenham Hale, Finsbury Park, West Hampstead and Highbury and Islington) • Town Centre enhancements • Increased funding for smaller schemes that complement major projects and support local place shaping
Highways	<ul style="list-style-type: none"> • Tackle traffic congestion particularly Tottenham Gyratory • A406 North Circular Road address ongoing issues • Promotion of cleaner vehicle and fuel technology
Managing demand	<ul style="list-style-type: none"> • Smarter measures • Integration of transport and land-use planning • Use of intelligent transport systems • Implement other engineering-based initiatives • Ensuring accessibility for all, safety and security, better public realm and positive marketing
Sustainable transport	<ul style="list-style-type: none"> • Develop a comprehensive walking and cycling programme for North London • Investigate Freight Quality partnerships to support key retail, distribution and industrial sites

Haringey Council have taken into account the Sub-Regional Transport Plan (SRTP) in the preparation of the LIP delivery plan (please refer to Table 2.2 and Table 2.3 in Chapter 2.

Local Influences

A sustainable way forward – Haringey’s Community Strategy

The sustainable community strategy aims to address key challenges and opportunities for the borough as well as setting out how the council intends to achieve its long-term vision to be “a place for diverse communities that people are proud to belong to”. Haringey Council’s sustainable community strategy has been developed by the Haringey Strategic Partnership (HSP) and is intended to ensure a integrated approach to issues within the borough that require input from a number of different agencies. The strategy was launched in June 2007 and covers the ten year period until 2016. Haringey Council have devised a range of targets and milestones in order to monitor the strategy.

The strategy aims to achieve the following six key outcomes:

- People at the heart of change
- Have an environmentally sustainable future
- Have economic vitality and prosperity shared by all
- Be safer for all
- Have healthier people with a better quality of life
- Be people and customer focused

The community strategy gives details on specific measures that the HSP envisage will lead to the achievement of the above outcomes. Table A.6 provides a summary of transport related commitments.

Table A.6: Summary of the HSP transport related commitments

People at the heart of change
<ul style="list-style-type: none"> • improve supporting facilities, services & infrastructure • improve transport • Provide a better, cleaner public realm and built environment
An environmentally sustainable future
<ul style="list-style-type: none"> • Tackle climate change • Promote sustainable transport • Encourage our future citizens to be our first ‘green generation’
Economic vitality and prosperity shared by all
<ul style="list-style-type: none"> • Increase sustainable economic activity
Safer for all
<ul style="list-style-type: none"> • Reducing the incidence and fear of crime • Address anti-social behaviour
Healthier people with a better quality of life
<ul style="list-style-type: none"> • Tackle health inequalities • Improve life expectancy • Give greater opportunities to live a healthier lifestyle
People and customer focused
<ul style="list-style-type: none"> • Deliver high quality, needs based and customer focussed services

The strategy was developed following an extensive consultation process and puts forward measures that are strongly focused on feedback from Haringey residents. The community strategy can be viewed at the following website:

http://harinet.haringey.gov.uk/index/council/hsp/partnership_strategies_and_plans/sustainable-community-strategy.htm

Local Area Agreement

The current Haringey Local Area Agreement (LAA) details how the HSP will address the challenges set out within the Sustainable Community Strategy, setting out the priority improvements areas that the HSP are planning to focus on for the 2008-2011 period.

Haringey’s vision and ambitions are supported by a thorough assessment of the borough’s needs and a clear understanding of resident’s perceptions. Progress in achieving these ambitions will be

monitored through an effective performance management system that prioritises outcomes that address residents concerns.

Comprehensive Area Assessment of Haringey

The comprehensive Area Assessment (CAA) is the audit Commission's framework for measuring Haringey Council's progress. The CAA is formed of two parts (a) the Area Assessment, which looks at how well the council and its partners in the HSP are working to provide services for local people and (b), which focuses on the councils use of resources and managing performance.

Local Development Framework

The Haringey Local Development Framework (LDF) is made up of a number of documents that provide guidance on planning and development in the borough for 2011-2026. The documents within the LDF are divided into three separate types: Development Plan Documents, Supplementary Planning Documents and others such as Statement of Community Involvement and the Annual Monitoring Report. Further information on the LDF can be viewed at the following website:

http://harinet.haringey.gov.uk/index/housing_and_planning/planning-mainpage/policy_and_projects/local_development_framework.htm

The Core Strategy (CS) is the key development plan document. The strategic policies (SP) that form the main part of the CS are grouped into six sections to reflect the priorities within the Sustainable community Strategy. The most relevant SP's are listed below:

- **People at the heart of change in Haringey**

SP1 Managing growth – The Council will focus Haringey's growth in the most suitable locations and manage it to make sure that the Council delivers the opportunities and benefits and achieve strong, healthy and sustainable communities for the whole of the borough. The Council will promote development in the identified growth areas of Haringey Heartlands and Tottenham Hale. Development within these growth areas are expected to maximise site opportunities provide appropriate links to, and benefits for, surrounding area and communities and provide necessary infrastructure.

- **An environmentally sustainable future**

SP4 Working towards a Low Carbon Haringey

SP7 Transport – The Council will promote the following travel demand management schemes to tackle climate change, improve local place shaping, and environmental and transport quality and safety by:

- Minimising congestion and addressing the environmental impacts of travel;
- Promoting public transport, walking and cycling (including minimum cycling standards);
- Promoting road safety and pedestrian movement particularly in town centres and close to local services;
- Promoting car sharing and establish car clubs;
- Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;
- Adopting maximum car parking standards;
- Seeking to mitigate the impact of road based freight and promote alternatives;
- Supporting measures to influence behavioural change; and

- Requiring the submission of the transport assessments and travel plans for large scale proposals in line with TfL guidance.

In addition to the above schemes the Council will promote a number of key infrastructure proposals listed in Table A5.

- **Economic vitality and prosperity shared by all**

SP10 Town Centre – The Council will promote and encourage development of retail, office, community, leisure, entertainment facilities, recreation uses, arts and culture activities within its town centres according to the boroughs town centre hierarchy. The Council will also ensure that local shopping centres provide core local shopping facilities and services for local communities, largely catering for a catchment area within walking distance.

- **Safer for all**

SP11 Design – All new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable safe and easy to use.

- **Healthier people with a better quality of life**

SP14 Health and Well-Being

- **Delivering and monitoring the Core Strategy**

SP16 Community Infrastructure – the Council will work with its partners to ensure that appropriate improvement and enhancements of community facilities and services are provided for Haringey's communities. This will be based on the programming, delivery, monitoring and updating of the Community Infrastructure Plan and Schedule, which cover a number of projects including transport.

The Core Strategy is accompanied by the Community Infrastructure Plan (CIP), which identifies service areas where investment will need to meet the additional demand from population and housing growth up until 2026. The document also sets the basis for policies for developers' contributions to meet future need. Furthermore, it will also highlight existing gaps in provision and form a platform for funding bids to relevant agencies.

Haringey Safer For All Strategy

The Safer for All Strategy outlines the most important community safety priorities for Haringey as agreed by the Safer Communities Partnership (SCP). The partnership is made up of representatives from the Council, Police, health authorities, fire service and a number of voluntary and community groups.

The document takes into account the fact that some of the priorities identified by the SCP overlap to a significant and increasing degree with the priorities identified by the HSP. The document acknowledges that the strategy will have to be achieved whilst ensuring the best use of resources and therefore will need to improve partnership collaboration in order to minimise duplication and maximise success in areas of common concern.

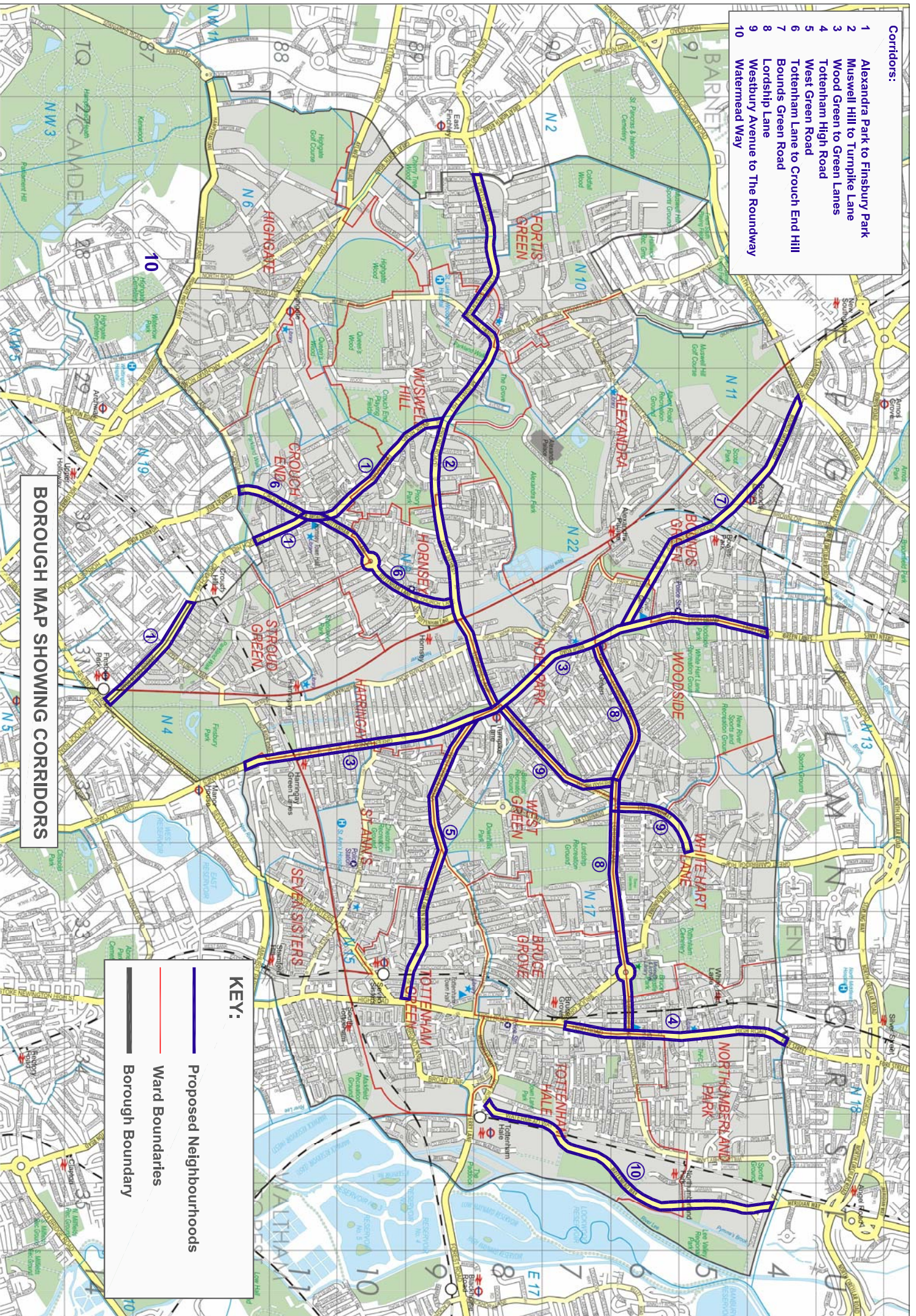
Haringey Council Air Quality Action Plan

The Haringey Council Air Quality Action Plan (AQAP) was originally published in 2003 and has since been reviewed in 2009. It is expected that the actions within the AQAP will result in reductions in the level of NOx and PM10 emissions, primarily through measures that result in the reduction of traffic flow and vehicle emissions and also promote, improve and encourage the use of more sustainable forms of transport. Other actions focus on measures to raise public awareness of air pollution, greener travel and local policy measures. Table A7 provides a summary of the Actions Plans progress.

Table A7: Summary of Air Quality Action Plan progress

Activities	Completion date	Implementation	Progress	Comments
Promote the use of cleaner vehicles through the Mayor's strategies	Ongoing	Through the MTS	Council fleet 100% compliant	Council fleet are LEZ compliant
Seek to reserve land for alternative refuelling infrastructure purposes	Ongoing	As part of considering proposals for new/updated patrol stations	Pinkham Way SS selling LPG	
Seek the provision of alternative refuelling facilities in all new developments where possible, for example providing electric vehicle recharging points	Ongoing	As part of planning proposals for all new major developments	There are currently 13 electric charging points/bays at 6 car parks across the borough	8 further installations are planned for 2010/11. By the end of 2013, the intention is for a total of 45
Continue to ensure that its own vehicle fleet is properly maintained	Ongoing	Fuel management system by TRISCAN system	All older vehicles now retro. Fitted to Euro III standard so LEZ compliant	
Support the development of car-free housing schemes in appropriate locations	Ongoing	The Council will consider car-free housing in its decisions on residential developments	Haringey has 75 car-clubs at 55 on-street locations	A further 60 bays are planned by 2012 bring the total number of car club vehicles to 135.
Development of Transport assessments for major developments	Ongoing	Transport Assessments are required as part of the planning application for major developments	Transport Assessments are required for all major developments	

- Corridors:**
- 1 Alexandra Park to Finsbury Park
 - 2 Muswell Hill to Turnpike Lane
 - 3 Wood Green to Green Lanes
 - 4 Tottenham High Road
 - 5 West Green Road
 - 6 Tottenham Lane to Crouch End Hill
 - 7 Bounds Green Road
 - 8 Lordship Lane
 - 9 Westbury Avenue to The Roundway
 - 10 Watermead Way

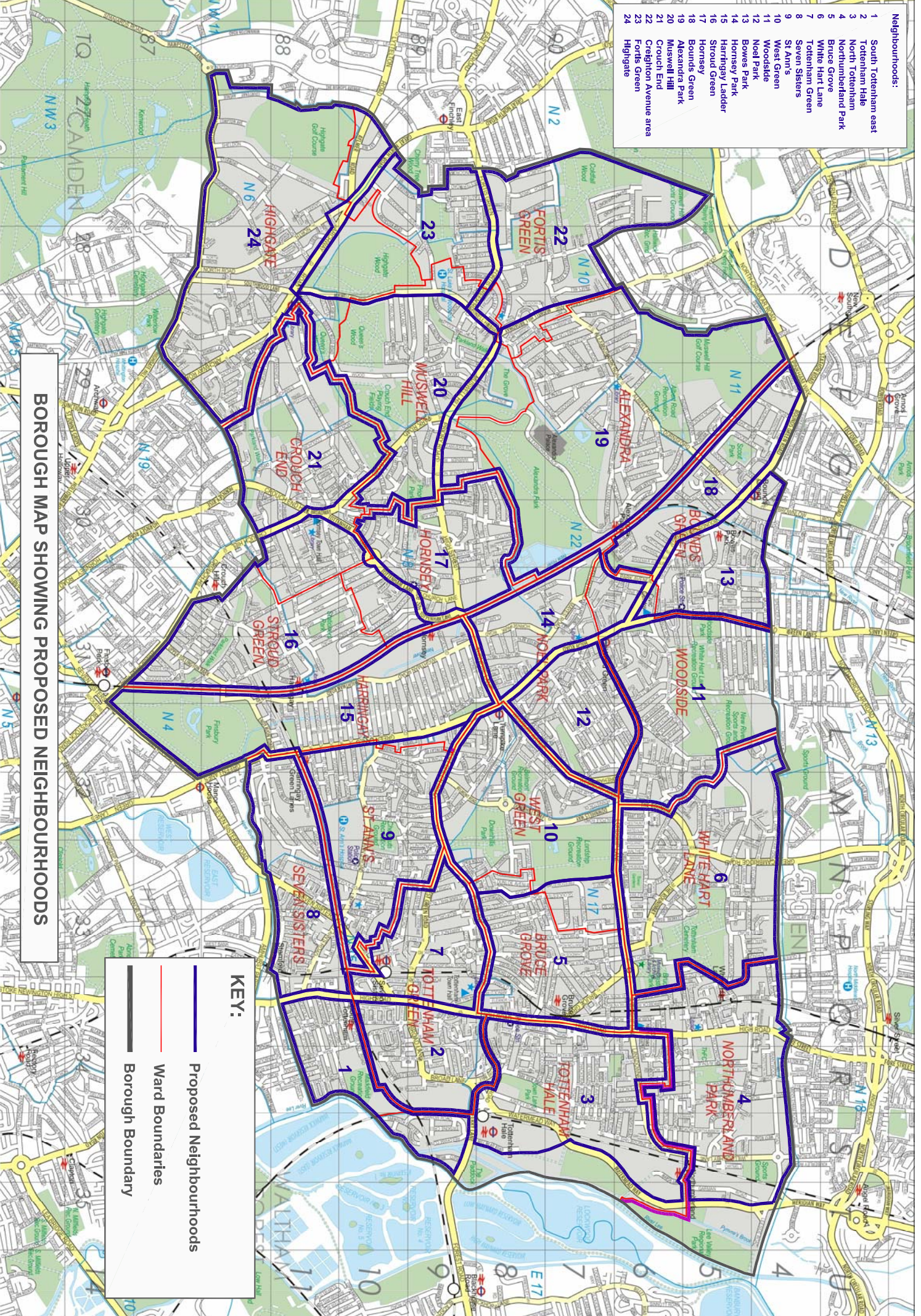


BOROUGH MAP SHOWING CORRIDORS

KEY:

- Proposed Neighbourhoods
- Ward Boundaries
- Borough Boundary

- Neighbourhoods:**
- 1 South Tottenham east
 - 2 Tottenham Hale
 - 3 North Tottenham
 - 4 Northumberland Park
 - 5 Bruce Grove
 - 6 White Hart Lane
 - 7 Tottenham Green
 - 8 Seven Sisters
 - 9 St Ann's
 - 10 West Green
 - 11 Woodside
 - 12 Noel Park
 - 13 Bowers Park
 - 14 Hornsey Park
 - 15 Harringay Ladder
 - 16 Stroud Green
 - 17 Hornsey
 - 18 Bounds Green
 - 19 Alexandra Park
 - 20 Muswell Hill
 - 21 Crouch End
 - 22 Creighton Avenue area
 - 23 Forts Green
 - 24 Highgate



BOROUGH MAP SHOWING PROPOSED NEIGHBOURHOODS

KEY:

- Proposed Neighbourhoods
- Ward Boundaries
- Borough Boundary

APPENDIX F - LIP funding prioritisation criteria

Introduction

The following sets out a process to identify projects and programmes within the newly defined LIP funding programmes which will commence in 2010/11. Maintenance programmes [principal roads and bridges] and area based schemes [town centres, station access and streets for people] will continue as present. Further discussion on these programmes and connectivity with corridors, neighbourhoods and smarter travel programmes is below.

Prioritisation process

2 stage process:

1. Selection of corridors/neighbourhoods/smarter travel
2. Selection of schemes within above programmes

Selection of corridors/neighbourhoods/smarter travel

Corridors based on A road network in borough excluding TLRN

Guidance includes the following former programmes in this new area: bus priority inc 3G; bus stop accessibility; LCN plus; cycling, walking and local safety schemes.

Criteria for selection of Corridors

Criterion	Reason for selection
Identified regeneration area	Transport investment to support key regeneration areas eg Haringey Heartlands, Tottenham Hale, Seven Sisters NDC
Identified town centres	Support for defined town centres eg Wood Green, Muswell Hill, Tottenham High Road
Identified Defined Employment Areas	DEAs identified in UDP with investment to enhance accessibility
Bus priority in 3G	Support for TfL led 3G bus priority [routes 141 and 279]
Accident levels	Support for reducing casualties in Mayoral target groups: all KSI, pedestrian KSI, cyclist KSI, motorcyclist KSI, child KSI, slight casualties
Identified cycle route	Support for strategic cycle routes e.g. LCN plus and Greenways routes, which would act as feeder routes to the Mayors proposed cycle highways.

High pedestrian activity levels	Improve accessibility such as to key interchanges or major pedestrian generators such as town centres
Traffic congestion	Measures to reduce traffic congestion to be focused on those locations with congestion hotspots with benefits of reduced journey times, severance, improved air quality
Complements externally funded programmes e.g. GAF, CIF, TfL	Potential for synergy and maximisation of benefits for an area
Recent investment	The level of recent transport investment would assist in targeting future investment

Criteria for selection of Neighbourhoods

The following programmes fall under this new programme: 20mph zones, freight, regeneration, environment, accessibility and CPZs.

Criterion	Reason for selection
Identified regeneration area	Transport investment to support key regeneration areas eg Haringey Heartlands, Tottenham Hale, Seven Sisters NDC
Identified town centres	Support for defined town centres eg Wood Green, Muswell Hill, Tottenham High Road
Identified Defined Employment Areas	DEAs identified in UDP with investment to enhance accessibility
Accident levels	Support for reducing casualties in Mayoral target groups: all KSI, pedestrian KSI, cyclist KSI, motorcyclist KSI, child KSI, slight casualties
Identified cycle route	Support for strategic cycle routes e.g. LCN plus and Greenways routes, which would act as feeder routes to the Mayors proposed cycle highways.
Presence of community centres, children's centres and other centres with elderly/disabled people	This would be linked to improvements in accessibility
Identified locations for parking pressure	Proposals to support schemes in the Parking Plan as well as locations identified as Restricted Conversion Areas in UDP
Identified walking routes/rights of way	To support our Rights of Way Improvement Plan action plan, encourage more walking
Linkage to existing treated locations	Logic to extend treated locations provided they meet the criteria to provide comprehensive treatment of a wider area
High proportion of car trips to schools	Focus of work to be on those schools where there are higher than average modal share by car to assist in meeting our school travel plan targets
Complements externally funded programmes e.g. GAF, CIF, TfL	Potential for synergy and maximisation of benefits for an area
Expansion of electric vehicle charging points	Continue the expansion of the borough's network of on and off

	street electric vehicle charging points. This infrastructure is required to encourage residents and businesses to switch to electric powered vehicles, especially in areas where there is limited off street parking provision.
Recent investment	The level of recent transport investment would assist in targeting future investment

Smarter travel

New programme includes school travel plans, travel awareness, education training and publicity and workplace travel plans.

Criteria for selection of smarter travel projects

1. linkage to target accident levels particularly child casualties
2. linkage to school accreditation
3. linkage to healthy schools programme?
4. linkage to major development projects
5. linkage to neighbourhoods and corridor projects
6. complementary to other externally funded programmes eg GAF, CIF, TfL projects
7. linkage to recent investment [negative influence]

Selection of schemes within corridors/neighbourhoods/smarter travel

TfL guidance provides information on key outputs/outcomes from these programmes. These are as follows:

Corridors: develop holistic schemes for key corridors that address issues relating to the smoothing of traffic flow, bus reliability, safety, cycling [inc cycle parking and Olympic cycle networks], public realm and removal of clutter

Neighbourhoods: local area improvements including CPZs, 20mph zones and also work on Legible London, reduction of street clutter and an expansion of the number of electric charging points

Smarter travel: including travel plans for schools, hospitals and businesses, plus more travel awareness initiatives potentially integrating with corridor or neighbourhood programmes.

APPENDIX G - Summary of LIP/MTS objectives delivered by LIP programme areas

												MTS GOALS															
												Support economic development and population growth.		Enhance the quality of life for all Londoners.		Improve safety and security for all Londoners.		Improve transport opportunities for all Londoners.		Reduce transport's contribution to climate change and improve its resilience							
												MTS CHALLENGES															
	1. Reduce Haringey's deprivation and health inequalities.	2. Ensure Haringey's transport network can accommodate increases in travel demand.	3. Facilitate an increase in walking and cycling to improve health and wellbeing.	4. Reduce the number of people killed and seriously injured on Haringey's roads.	5. Increase transport access and connectivity to and from Haringey's key employment and regeneration areas.	6. Improve air quality within the borough.	7. Reduce Haringey's Co2 emissions by 40% by 2020.	8. Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey.	9. Improve the condition and legibility of principle roads, cycle paths and footways within the borough.	10. Ensure that transport protects and enhances Haringey's natural environment.	11. Minimise the effects of unpredictable events arising from climate change on the transport network.	Supporting sustainable population and employment growth.	Improving transport connectivity.	Delivering an efficient and effective transport system for people and goods.	Improving journey experience.	Enhancing the built and natural environment.	Improving air quality.	Improving noise impacts.	Improving health impacts.	Reducing crime, fear of crime and antisocial behaviour.	Improving road safety.	Improving public transport safety.	Improving accessibility.	Supporting regeneration and tackling deprivation.	Reducing Co2 emissions.	Adapting for climate change.	
Programme Areas																											
Corridors and Neighbourhoods																											
Green Lanes Corridor, Haringey and St Ann's Neighbourhood	✓	✓	✓	✓	✓	✓	✓	✓				✓				✓				✓			✓			✓	
Tottenham gyratory complementary measures	✓	✓	✓		✓			✓				✓				✓				✓			✓			✓	
Wood Green High Road from north of station to borough boundary	✓	✓	✓		✓	✓	✓	✓				✓				✓				✓			✓			✓	

Seven Sisters Neighbourhood	✓	✓	✓	✓		✓	✓		✓			✓	✓	✓	✓	✓
North Tottenham Neighbourhood	✓	✓	✓			✓	✓		✓			✓	✓	✓	✓	✓
Local safety scheme programme - DIY streets –				✓									✓	✓		
Langham Road area. (2011-2012)																
Hornsey area (2011-2013).		✓		✓		✓	✓		✓	✓			✓	✓	✓	✓
Noel Park Estate – commence 2013/14																
Local cycle routes: Greenways/ LCN.																
Greenways cycling and pedestrian routes.	✓	✓	✓		✓	✓	✓		✓			✓	✓	✓	✓	✓
Implementation of central section of Link 4.																
Link 78																
Biking Borough - Cycle hub in Wood Green.	✓	✓	✓		✓	✓	✓		✓			✓	✓	✓	✓	✓
Cycle training [School and Individual].	✓	✓	✓	✓		✓	✓						✓			✓
Car Club expansion	✓	✓				✓	✓						✓		✓	✓
Electric charging points		✓				✓	✓						✓			✓

Cycle Parking		✓	✓			✓	✓		✓								✓
Smarter Travel																	
Behavioural change measures		✓	✓			✓	✓						✓				✓
School travel planning & education, training, publicity (ETP)	✓	✓	✓	✓		✓	✓	✓					✓	✓			✓
Sub regional workplace travel planning		✓	✓			✓	✓						✓	✓			✓
Travel awareness	✓	✓	✓	✓		✓	✓						✓			✓	✓
Shopmobility Scheme	✓												✓			✓	
Maintenance																	
Principal Road maintenance				✓					✓			✓		✓			
Bridges				✓					✓		✓	✓		✓			
Major schemes																	
Wood Green High Road		✓	✓		✓			✓	✓			✓	✓	✓	✓	✓	✓

APPENDIX H: LIP Consultation comments and the Council’s responses

229 correspondences were received during the LIP consultation period. Of these responses 186 were related to a petition for the relocation of the W7 bus stop in Muswell Hill town centre and 18 similar correspondences were received objecting to the proposal to consider the partial or full closure of Wood Green High Road to general traffic, as part of the Wood Green Town Centre Major Scheme submission.

Table 1.1 summarises the key comments, made from statutory consultees and all other organisations and individuals, regarding the content of the draft LIP. The Council’s response in terms of amendments to the LIP document are summarised in the right hand column.

Table 1.1. Summary of comments made during the draft LIP consultation process and the Council’s responses.

Organisation / Individual	Comments made	Council response regarding the content of the draft LIP
Statutory consultees		
Transport For London	<p>Objectives section:</p> <ol style="list-style-type: none"> 1. Each LIP objective needs to be timelined for delivery. 2. Objectives should link to Sustainable Community Strategy 3. The Mayor’s target is for a 60% reduction in CO2 across all sectors, rather than specifically from ground-based transport, by 2025 <p>Delivery Plan:</p> <ol style="list-style-type: none"> 4. Delivery proposals need to be described for the duration of the MTS (up to 2031). 5. Re-organisation of text required to provide more detail on the type of inventions that will deliver the objectives. 6. Need to include detail regarding road safety interventions and bus priority. 7. Require inclusion of Risk Management section for delivery of LIP proposals. 8. Each type of intervention, including the list of schemes in the programme of investment needs to be time lined against the objectives and MTS. 9. Provide detail of Better Streets ‘High Profile Outputs’ and more detail required for all other High Priority Outputs in tabulated form. <p>Funding sources</p> <ol style="list-style-type: none"> 10. Require inclusion of all sources of funding for the LIP delivery programme. <p>Prioritisation</p> <ol style="list-style-type: none"> 11. More detail required on scheme prioritisation process including the decision making process and member involvement. <p>Performance Monitoring Plan</p> <ol style="list-style-type: none"> 12. Include evidence that targets are realistic. 	<ol style="list-style-type: none"> 1. The Borough transport objectives, table 2.3, has been updated to display the delivery timeframe for each objective, based on short term delivery (within next 3 year to 2014), medium term (within 10 years) and long term (within 20 years), to reflect the duration of the MTS up to 2031. 2. Table 2.3 identifies how the LIP objectives contribute to the priorities and outcomes of Haringey’s Sustainable Community Strategy. 3. For consistency with the MTS targets, the LIP objective referring to reducing CO2 emissions has been revised to include the MTS target for a 60% reduction in CO2 emissions by 2025, from a 1990 baseline. The Council’s 40% emission target by 2020 is based on the targets developed in Haringey Council’s 40:20 Carbon Management plan, from a 2005 baseline.

	<p>13. It should be noted that for both KSI's and road condition the borough will work with TfL to achieve our targets for all roads in the borough.</p> <p>14. Additional cycling monitoring information required.</p> <p>15. More detail required regarding the key actions to deliver the CO2 emission targets.</p> <p>16. Make reference to the '3 year Impact Report' for monitoring delivery.</p> <p>17. Targets should be set for the duration of the MTS, up to 2031. Mayors target for cycling is 2026.</p> <p>18. Target for means of travel other than car should be a local target. Walking target of 2% increase by 2013/14 is considered a little ambitious, Cycling target should be increased to 5% by 2026, given Haringey's location and high baseline cycling levels.</p> <p>19. Provide reference to why Council has a target for a 40% reduction in CO2 emissions by 2020. The indicative trajectory set out in TfL's guidance is for a 45.3% reduction from 2008 to 2025.</p> <p>20. Consider setting local targets for the monitoring indicators on accessible bus stops, car club bays and cycling training.</p>	<p>4. Delivery plan details for the duration of the MTS, from 2011 to 2031 are now described in section 3.3</p> <p>5. The text within the Delivery Plan section has been re-organised to provide more detail on the different types of interventions that will deliver the objectives.</p> <p>6. Details of road safety measures are contained within the local safety scheme programme (section 3.3). Bus priority details are also detailed in section 3.3.</p> <p>7. A risk management section has been included at Section 3.4. This details the risk analysis and mitigation measures for both the scheme and programme area level.</p> <p>8. A delivery timetable for implementing each of the proposed interventions is provided with the programme of investment in section 3.3 and table 3.6 of the LIP document. The delivery plan will be updated every 3 years, the next time by April 2014.</p> <p>9. A table detailing all 'High Profile Outputs' is inserted in Section 3.3.</p> <p>10. The programme of investment (table 3.2), has been updated to provide details of all sources of funding for the LIP delivery programme.</p> <p>11. Details of the prioritisation process for Corridors, Neighbourhoods and the Smart Travel programmes within these areas are detailed in section 3.2.1 and in Appendix F. The</p>
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		<p>prioritisation process involved Cabinet approval following consultation with the Haringey Transport Forum.</p> <p>12. -20. These Performance Monitoring recommendations are incorporated into the revised Performance Monitoring Plan, Section 4, of the LIP document.</p>
Environment Agency	Standard checklist and advice provided for consideration in preparation of LIP and SEA.	Amendments made to SEA and LIP where necessary.
English Heritage	List of priorities and advice provided for consideration in preparation of LIP and SEA.	Amendments made to SEA and LIP where necessary
Natural England	List of priorities and advice provided for consideration in preparation of LIP and SEA.	Amendments made to SEA and LIP where necessary
London Fire Brigade	No response received.	
Metropolitan Police	<p>The Metropolitan Police North East Traffic Management (Partnership Unit) will support measures designed to reduce those killed and seriously injured on Haringey's transport network.</p> <p>Working in partnership we can assist in reducing the number of casualties among young and vulnerable road users.</p> <p>We aim to assist with the plans listed on the consultation summary through comments and observations regarding safety, enforcement & education.</p>	Comments noted
London Ambulance Service- Haringey	No response received.	
Road Haulage Association	No response received.	
London Boroughs	No responses received.	
Other consultation responses		
Haringey Living Streets and the Sustainable Haringey Network	1. Broadly in favour of the objectives but are anxious about the funds available for their implementation.	1. Haringey Council has allocated £1.325 million from it's LIP budget for cycling related investment between 2011-2014. The Council has to balance investment for specific modes of

	<p>2. To facilitate an increase in walking and cycling requires a number of specific commitments.</p> <p>3. Attention should be made to paving of footways and cycle routes. This is particularly important in busy areas and along routes which are already well used or which could be better used if better paved and indicated.</p> <p>4. Better signage giving indications of destinations and travel time are needed.</p> <p>5. Pinch points and other off-putting areas need attention. This might require such things as better lighting, widening of paths, the elimination of blind corners, clearing of debris and other unsightly detritus.</p> <p>6. Progress should be made in bridging gaps in the cycle network and establishing cycle priority at road junctions.</p> <p>7. A start should be made to the commitment contained in the borough's Rights of Way Improvement Plan to 'set up programmes to identify additional paths ... to add ... to the map'.</p> <p>8. There should be a greater commitment to increasing the number of roads with 20 mph limits, particularly now Islington has established this limit on all side streets. This speed limit should be established as a default, ie there should be a particular reason why the limit should not apply to any road.</p> <p>9. To encourage people to see that it is possible to use their cars less and to enjoy car-free environments there should be more car free days in various parts of the borough.</p> <p>10. There should be an extension of permanent car free schemes in shopping and residential areas, particularly making use of cheap methods as pioneered by Sustrans.</p> <p>11. There should be support for the concept of the 'London lorry', requiring supermarkets and other organisations to transfer loads to smaller lorries for local deliveries. We recognise that this would result in an increase in the number of vehicles but would reduce the congestion caused by the parking of very large vehicles for local deliveries.</p> <p>12. Would welcome more progress on measures to discourage car use such as the establishment of congestion charging zones. We also favour the extension of CPZs, particularly around railway</p>	<p>transport to best meet the LIP's objectives, performance monitoring targets and MTS outcomes. In addition, TfL is investing substantial funds for implementing the two cycling superhighways through Haringey</p> <p>2. Proposals in the biking borough strategy and several cycling and walking schemes are included in the LIP delivery plan.</p> <p>3. Specific funding is identified in the LIP delivery plan for the LCN cycle routes and greenways / pedestrian routes. The principles of TfL's Better Streets will be delivered to all corridor and neighbourhood schemes and the Wood Green Town Centre Major scheme to ensure footways and cycles are adequately paved to enhance accessibility.</p> <p>4. The provision of signage within the town centre and on key approaches will be installed to Legible London standards.</p> <p>5. Pinch points will be identified and redesigned through the principals of the better streets approach to the corridor and neighbourhood schemes</p> <p>6. The LIP delivery plan contains funded proposals for progressing the implementation of the cycling network through the LCN, Greenways and Biking Borough programmes.</p> <p>7. The Council will identify potential additional public rights of way in receipt of recommendations and evidence.</p> <p>8. The Council's Overview and Scrutiny</p>
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	<p>stations to discourage commuters from driving to stations as near central London as possible, a potent cause of rush hour congestion.</p>	<p>Committee is undertaking a Scrutiny Review of the Council's policy regarding 20mph zones and 20mph speed limits. Outputs from this review are expected in March 2011 and will be considered in developing future 20mph zone and speed limit policy.</p> <p>9. The LIP delivery plan has a travel awareness funding allocation to deliver events to encourage residents and visitors to experience sustainable modes of travel in a car free environment.</p> <p>10. The Council has a programme of DIY streets initiatives to be implemented in the borough.</p> <p>11. The London Lorry scheme restricts the movement of HGVs weighing more than 18 tonnes in London at night and weekends. It aims to limit noise pollution in residential areas. Restrictions apply between:</p> <ul style="list-style-type: none"> • 21:00 to 07:00, Monday to Saturday • 13:00 Saturdays to 07:00 Mondays <p>The expansion of local Freight quality partnerships and maximising opportunities for development by incorporating freight and servicing provision are being considered at the sub region level through the North London sub-regional transport plan.</p> <p>12. The Council currently has no proposal for a policy to introduce a congestion charge zone in the borough. Details of the borough's CPZ expansion programme are provided in the Delivery</p>
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<p>Avenue Gardens Residents Association</p>	<p>Management of Heavy Goods Vehicles (HGVs)</p> <p>1. LIP does not address impact of heavy lorries in residential streets. Controlling and limiting traffic noise, vibration and emissions from HGV's are a major concern for local residents. Vibration can cause physical damage to houses. 24 hours HGV movements disrupts sleep. Noise and emissions damage health. Streets trees removed and pavement park imposed to facilitate HGV movement. The London Lorry ban has failed to control night time HGV nuisance.</p> <p>A borough wide 20mph zone speed limit should be considered for all HGV's. Restrictions on HGV movements between 8:30pm and 6:30am on all but trunk roads should be considered.</p> <p>2. Borough characteristics</p> <p>Suggest rewording of LIP paragraph 2.2.2 relating to the description of the borough characteristics. Should change wording to be compliant with London Plan description, as follows, ' Haringey has an overall outer borough suburban character. The borough is of predominately suburban Character comprising low rise (2-3 Storey) residential development and 3-4 storey development in its town centres.'</p> <p>3. CO2 emission statistics</p> <p>Error in CO2 emission statistics quoted per population head.</p> <p>4. Encouraging cycling and walking</p> <p>Issue of cycling on pavements is mentioned as an issue for pedestrians but this is not addressed in the LIP.</p> <p>5. Improved cycle lanes should be designed to encourage on road cycling to avoid conflicts with pedestrians.</p> <p>6. Suggested changes to LIP should be: 'Policy and projects are needed to make it safer for cyclists to use the road space rather than pavements and footpaths.</p> <p>7. Projects that envisage cyclists and pedestrians sharing the same space in the public realm should be discouraged in future; they do not work well in practice.</p> <p>8. Wood Green Town Centre Major Scheme submission</p> <p>Objection to any partial or complete closure of Wood Green High Road or reduction in traffic capacity along the High Road will be opposed.</p> <p>The UDP (2006) show the High Road as a London Distributor Route, to link centres to each other and serve traffic crossing the borough. These roads should attract commercial traffic away from Local Distributor Routes and local access roads...'</p> <p>The High Road is a major route North-South through the borough. It passes high volumes of traffic and HGV's.</p> <p>Attempts to close the High Road would cause serious environmental degradation in surrounding residential areas, and local residential roads will ineffectively become a by pass for the High Road and be subject to increased levels of traffic. Pedestrianisation would make the Town Centre more</p>	<p>Plan Section 3.3.</p> <p>1. The London Lorry scheme is enforced by London Councils and the Council will raise the issue of improving enforcement of the scheme and mitigating the impact of HGV movement with London Councils. Further HGV restrictions in residential roads will be considered through the North London Sub regional Plan through the expansion of local Freight quality partnerships.</p> <p>2. Text will be amended as recommend.</p> <p>3. Text will be amended to correct error.</p> <p>4. Cycling on the pavement is an offence where it is not on a designated shared path, and is enforced by the Council's Street enforcement officers and the Police.</p> <p>5-7. Proposals for cycling network improvements will incorporate route infrastructure designs to encourage cyclists to avoid conflict with pedestrians.</p> <p>8. A feasibility study was undertaken to consider the impact of a partial and full closure of Wood Green High Road. The study identified that potential traffic rerouting for this closure would adversely impact on some of the surrounding residential roads. Consequential this proposal will not be progressed and has been excluded from</p>
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	<p>difficult to move in and police. The result would be to the detriment of public safety. Remove proposal from LIP.</p> <p>9. Identification of Corridors Amend map of Neighbourhoods in Appendix E. The boundary of Area 14, Hornsey Park, is incorrect and should be redrawn to properly follow the boundary of the Woodside ward, which runs along the north side of Nightingale Gardens, to include Park Avenue.</p>	<p>the Wood Green Town Centre Major Scheme submission.</p> <p>9. The Corridor boundaries are based on A road network in borough and the Neighbourhood boundaries are the areas in between these corridors and as a result do not necessarily follow the ward boundaries.</p>
<p>West Green Residents Association</p>	<p>Measures to discourage, or at least reduce, private car ownership are vital if the Borough is to achieve its targets as set out in the Greenest Borough Strategy.</p> <p>The improvement in public transport provision, especially on radial routes, is essential.</p> <p><u>Congestion.</u> 1. Not enough emphasis is being placed on the reduction of commercial vehicle numbers both passing through and delivering within the Borough. Proposals should be included in the LIP to re-direct traffic of this nature onto more suitable roads. This will also have the effect of increasing road safety as well as easing traffic flow.</p> <p><u>Road Safety.</u> 2. The implementation of 20 m.p.h. zones should be considered on a Borough-wide basis. Additional efforts should be made to discourage the use of some residential streets as 'rat-runs'. 3. In paragraph 3.3.9.9 sub-paras 2 and 3 proposals are made to provide un-signalised crossings on the Roundway, Park Road and Priory Avenue. We question the advisability of not controlling these crossings with pedestrian (or cyclist) activated signals. Crossings of this nature are dangerous for both these groups of users. We would, therefore, urge the Council to revise these proposals and make these crossings signalised.</p> <p>4. Many controlled crossings in the Borough do not allow enough time for elderly or infirm pedestrians and those with young children to cross the carriageway. A survey of all crossings of this nature must be undertaken on an urgent basis and, where appropriate, timings revised.</p> <p><u>5. Smarter Travel.</u> Smarter Travel is an important factor in the encouragement of modal change therefore any efforts to promote travel planning in relation to Schools, Workplaces or Individuals must be vigorously pursued.</p>	<p>1. Local commercial and freight movement will be considered through the expansion of local freight quality partnerships within the North London sub region. Maximising opportunities for development by incorporating freight and servicing provision are being considered at the sub region level through the North London sub-regional transport plan.</p> <p>2. The Council's Overview and Scrutiny Committee is undertaking a Scrutiny Review of the Council's policy regarding 20mph zones and 20mph speed limits. Outputs from this review are expected in March 2011 and will be considered in developing future 20mph zone and speed limit policy.</p> <p>3. Comment noted. These are proposals and are subject to consultation and revision.</p> <p>4. TfL is responsible for managing the signal network. This issue will be raised through TfL through the regular traffic liaison meeting attended by TfL and the</p>

	<p>Individual or personalised Travel Planning should also be given more attention. Whilst Mosaic research can help to target intervention at those most likely to change their travel behaviour the opportunity for a more widespread campaign should not be missed - leafleting in the main shopping areas is a possible method of raising awareness. It is also suggested that community groups and/or residents' associations could be used as a channel of communication. This should initially take place through liaison with the Haringey Federation of Residents' Associations.</p> <p>6. One aspect of Haringey's proposals that it is felt needs greater attention is the provision of Car Club vehicles. At present these cars are petrol driven and it is suggested that there should be a move towards the use of Electric or, at least, Hybrid vehicles.</p> <p><u>7. Walking /Cycling.</u> Focus is on cycling, however, the provision of shared-use routes can send out the wrong signal to cyclists. Greenways, where pathways are wide enough to accommodate both the cyclist and the pedestrian are to be encouraged. However, the bulk of the footways in the Borough are not appropriate for this use. An adult cycling on the pavement is a breach of the law. Cycle Training must ensure that the cyclist is made aware of their responsibility in this respect and the potential consequences of their actions.</p> <p>Disappointing to note that little or no action seems to be proposed to provide safer walking routes. Many of the Borough's footways require urgent and comprehensive maintenance to ensure that trip hazards are eliminated, that sightlines are kept clear and that crossing points at junctions are fit for purpose. Signage is also an essential factor in encouraging people to make more of their journeys, especially to local shopping areas, on foot.</p> <p><u>8. Definitions.</u> Terminology is used throughout the document, the meaning of which is unclear to the lay reader. Quasi-scientific terms such as kilo tonne on page 27 is an example of this. The use of 'short-hand' of this nature fails to meet the requirement of transparency and should be rectified.</p> <p><u>9. Abbreviations.</u> It is necessary to provide the reader with a Glossary of Terms and Abbreviations. At present the reader has to refer back to check meanings. Such a provision will both save time and increase transparency.</p> <p><u>10. References.</u></p>	<p>Council.</p> <p>5. The Smarter Travel programme is detailed in the delivery plan (section 3.3) and contains travel behaviour changes measures to encourage modal change through the Workplace and school travel planning, travel awareness and personalised travel planning, which will be coordinated to complement measures delivered through the Neighbourhoods and corridors programme. Details of the car club expansion are contained in Section 3.3 of the delivery plan. Agree that Community groups and residents associations are an excellent channel for communicating travel behaviour initiatives.</p> <p>6. Car club expansion details are contained within section 3.3.14. which states the Council are in continuing discussions with the current on car club operator for the borough, Zipcar, to introduce electric and hybrid cars to the fleet. For the operational requirements of the car club, this is dependent on a suitable electric/hybrid vehicle becoming available with adequate battery range and quick charging potential.</p> <p>7. Cycling on the pavement is an offence where it is not on a designated shared path, and is enforced by the Council's Street enforcement officers</p>
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	<p>Statements of facts and statistics must be fully referenced to allow the reader to refer back to the source documents.</p>	<p>and the Police. The Cycling training programme, currently contracted to Cycling Training UK does raise awareness of this issue.</p> <p>The principles of TfL's Better Streets programme will be applied to improve accessibility for all corridor and neighbourhood schemes. The Wood Green Town Centre Major scheme to ensure footways and cycles are adequately paved to enhance accessibility. The boroughs footway maintenance programme, (section 3.3.44) is focussed on improving the quality of pavement surfaces to eliminate trip hazards.</p> <p>The provision of signage within the town centre and on key approaches will be installed to Legible London standards.</p> <p>8. Comment noted. Terminology will be amended where necessary.</p> <p>9. Comment noted. A Glossary of Terms and Abbreviations will be provided for the final LIP document.</p> <p>10. Comment noted. Referencing will be reviewed and updated.</p>
<p>Haringey Cycling Campaign</p>	<p>1. An analysis of the Draft LIP, suggests there may be a mismatch between objectives and projected investment. The analysis suggests there is an under funding in excess of £700,000 in cycle related projects. In view of the recent Spending Review and cutbacks required in Council spending, HCC suggest that it is vital that there should be no cut in the budgets for these projects, which appear to be already under funded. There is also no estimate or funding shown for Cycle Superhighways. If one is to be completed and one commenced before 2014, as intended, funding</p>	<p>1. Haringey Council has allocated £1.325 million from it's LIP budget for cycling related investment between 2011-2014. The Council has to balance investment for specific modes of transport to best meet the LIP's</p>

	<p>must be allocated</p> <p><u>Detailed LIP document comments</u></p> <p>2. Sections 2.2.7 and 2.3.3.5 give the impression all planned Greenways have been completed. This is misleading and section 3.3.9.8 gives a more accurate picture.</p> <p>3. The heading to section 3.3.9.7 is LCN and Greenways route development, but Greenways are dealt with under section 3.3.9.8. This is confusing.</p> <p>4. Should the Tottenham Hale gyratory complementary work include the Tottenham High Rd cycling Hub? It would seem logical to include this in the same scheme.</p> <p>5. Will the local safety scheme programme address the points highlighted by HCC in our 2009 Safety Issues report?</p> <p>6. Could the Green Lanes Corridor, section 3.3.2, include a Northbound advisory cycle lane, to operate 5-7pm?</p> <p>7. Could the Seven Sisters corridor, section 3.3.5, include cycle lanes between Seven Sisters and Finsbury Park, to augment existing bus lanes?</p> <p>8. Will the parameters for new and existing Controlled parking zones (CPZs), section 3.3.10, take in to account cycle safety? For example the width of Durnsford Road (B106) is inadequate for cars and commercial vehicles to overtake safely and there is no alternative route West from Bounds Green. The South side of Durnsford Road, from house nos 11-89 has only seven CPZ spaces for 39 houses. Removal of these spaces would greatly improve cycle safety.</p>	<p>objectives, performance monitoring targets and MTS outcomes.</p> <p>TfL is investing substantial funds, external to the borough's LIP funding allocation, for the implementing the two cycling superhighways through Haringey. These schemes are currently in the design stage and specific costs have not as yet been stated by TfL. The cycling superhighways schemes are not funded through the boroughs LIP programme.</p> <p>2 & 3. Text editing comments noted and amendments made.</p> <p>4. The Tottenham cycle hub will be considered as an additional scheme to complement the Tottenham Hale gyratory measures from 2014. The biking borough funding up until 2014 is to develop the Wood Green cycle hub.</p> <p>5. The HCC safety issues report will be considered through the development of Local Safety Scheme programme of works. Locations will be prioritised on reducing road accidents, particularly focusing on vulnerable road users, in areas with the highest road casualty incidents.</p> <p>6. Will consider as part of proposed study being undertaken for Green Lanes corridor and adjacent neighbourhoods in 2010/11.</p>
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The Palace Gates Residents' Association	Strongly urges Council to introduce a policy of a 20mph zone covering the whole borough.	The Council's Overview and Scrutiny Committee is undertaking a Scrutiny Review of the Council's policy regarding 20mph zones and 20mph speed limits. This will include consideration of a borough wide 20 mph on residential roads. Outputs from this review are expected in March 2011 and will be considered in developing future 20mph zone and speed limit policy.
PARKSIDE MALVERN RESIDENTS ASSOCIATION	<ol style="list-style-type: none"> Residents object to any proposal that would result in the partial or complete closure of Wood Green High Road. Closure, reduction of through traffic capacity or displacement of traffic in any form from the High Road will have a seriously detrimental effect on the PMRA area and its residents, who are already under a high degree of stress from traffic congestion and resulting air pollution, noise, vibration and anti-social behaviour from drivers who treat our roads as a bypass to the High Road. Any measures likely to increase traffic in our area will be vigorously opposed by PMRA. PMRA provided details of further improvements which are required to encouraging sustainable transport in improve the local neighbourhood in the Hornsey Park Road area. <p>Concerns raised regarding absence of proposals in LIP for Hornsey Park Road area.</p>	<ol style="list-style-type: none"> A feasibility study was undertaken to consider the impact of a partial and full closure of Wood Green High Road. The study identified that potential traffic rerouting for this closure would adversely impact on some of the surrounding residential roads. Consequently this proposal will not be progressed and has been excluded from the Wood Green Town Centre Major Scheme submission, and removed from the LIP document. Issues identified for the PMRA will be considered as part of future scheme development of which the Haringey Heartlands development will provide potential for future investment in these

		<p>neighbourhoods.</p> <p>Please note that the Hornsey Park and Avenue Gardens areas have been given top priority for 2010/11 and, as such, have been allocated £150,000 investment from our LIP allocation. The Hornsey Park area also benefited from funding in 2008/09 and 2009/10. There are many areas in the borough which experience traffic and transport problems, and as resources will become more limited in the coming years, it will be necessary for the LIP to initially concentrate on those areas that experience the worst problems, rather than those that have already had significant expenditure to alleviate existing conditions.</p>
<p>Tottenham & Wood Green Friends of the Earth</p>	<p>1. CO2 emissions. More could be done to spell out how this might be achieved, i.e what contribution might be made by switching to low carbon vehicles, what by reducing the need to travel, and what by encouraging modal shift from cars and vans to walking, cycling and public transport.</p> <p>Comments on specific LIP sections:</p> <p>2. LIP section 2.2.7. This (and 2.3.3.5) refers to the Greenways as if they are completed projects, which is misleading.</p> <p>3. (2.3.2.3 Box) - Haringey challenge (and 3.3.46). This calls for enhanced capacity on the West Anglia main line. Is this a reference to the 4-track proposal, or are there other capacity enhancements that could be achieved without that? Concerns about 4-tracking south of Tottenham Hale – its possible impact on the Walthamstow Reservoirs and Walthamstow Marshes SSSIs.</p> <p>4. (Section 2.3.3.2) Has there been analysis of what proportion of PM10s and NOx is emitted by cars, vans, lorries and buses so we can assess what impact reduction of car traffic is likely to have?</p>	<p>1. Haringey Council is one of 9 local authorities in England to have been selected by the Government to take part in the Department of Energy and Climate Change's Local Carbon Frameworks (LCF) Pilot. Through the Council's participation there is scope to develop a study to measure the potential carbon savings from introducing low carbon travel alternatives. The Council has submitted a bid to DfT to fund this pilot, based on the low carbon travel initiatives being introduced by the DIY street scheme, in partnership with Sustrans.</p> <p>2. Comments noted. Text amended.</p>

	<p>5. (Section 2.3.6) says transport is responsible for 16% of CO2 emissions equating to 0.7 kilotonnes per resident per year. This should be 0.7 tonnes?</p> <p>6. 2.3.7.4 - 2.3.7.7 should include the use of CPZs to reduce traffic by making commuting and some local journeys less convenient. This played a major part in reducing traffic in Camden, the best example so far of traffic reduction.</p> <p>7. P38 – what is an ETP?</p> <p>8. (Section 3.3.2) – Green Lanes corridor. This is an area that many cyclists find frightening. A segregated bike lane would be helpful, if possible. Failing that, a north-bound advisory cycle lane with parking enforcement especially during the evening rush hours would be beneficial.</p> <p>9. (Section 3.3.3) Support measures to reduce traffic on Wood Green High Road, including rationalising buses. Currently much of the delay is caused by buses, many of them quite empty, a bit like Oxford Street.</p> <p>Other borough-wide measures</p> <p>10. Enforcement against illegal drivers and vehicles. Illegally driven vehicles which are poorly maintained could make up 10-20% of vehicles in Tottenham. Enforcement campaigns often discover people with outstanding arrest warrants. A consistent enforcement campaign should be developed in liaison with the police, using fines, associated costs and revenue from seized vehicles to fund the operation. This would make streets safer and reduce traffic and the number of parked cars on our streets.</p> <p>11. Controlled Parking Zones A strategic approach should be developed to extend CPZs (and estate parking schemes) across the whole borough. There should be much stronger measures to discourage gas-guzzlers, ie higher charges, and much higher charges for 2nd and additional vehicles. The income derived can be used to fund short-falls in LIP funding from the TfL.</p> <p>12. Congestion Charge or Workplace Parking levy We would like to see Haringey working with adjacent boroughs to develop a congestion charge zone. This combined with CPZs will be a highly effective tool to reduce unnecessary car journeys</p>	<p>3. Yes, 4 tracking is one of the options for increasing capacity on this line. Other capacity enhancements include longer trains and frequency improvements. The Strategic Environmental Assessment covers the possible risks and mitigation measures regarding rail enhancement proposals.</p> <p>4. There is currently no specific emission data split by mode. This will be raised with the Council's Air Quality Officer.</p> <p>5. Comments noted. Figure amended.</p> <p>6. Agree with comment. Benefits of CPZ expansion detailed in Section 3.3</p> <p>7. ETP is Education, Training and Publicity.</p> <p>8. A study of Green Lanes is being undertaken in 2010/11 and the safety and accessibility of cyclists is being considered as part of this study.</p> <p>9. The Wood Green Town Centre Major Scheme submission includes liaison with TfL regarding changes to bus service provision to reduce unnecessary bus volumes on the High Road, including possible additional bus standing space in the town centre area.</p> <p>10. Enforcement will be considered as part of the Air Quality Strategy for Haringey and will link into partnership</p>
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	<p>and should generate a surplus which can fund other measures. Failing that, the borough should introduce workplace parking levies to discourage use of private non-residential parking.</p> <p>13. Freight traffic There is little or no mention of reducing freight traffic or its impacts. There should be a clear strategy, linked into the LDF, to get local deliveries of goods done by bicycle trailers (for smaller items) and electric vehicles for larger items; and use freight hubs to reduce the movement of large lorries in Haringey (and indeed in London); and use planning policies to require developers to service new developments using the lowest-carbon and cleanest vehicles.</p>	<p>work with Street environment officer and the Police.</p> <p>11. Agree with comment. See CPZ expansion details in Section 3.3.</p> <p>12. The Council currently has no proposals for a policy to introduce a congestion charge zone or work place parking levies in the borough. The Council has introduced parking charges for Council employees as part of the Council's travel plan measures.</p> <p>13. Local commercial and freight movement will be considered through the expansion of local freight quality partnerships within the North London sub region. Maximising opportunities for development by incorporating freight and servicing provision are being considered at the sub region level through the North London sub-regional transport plan.</p>
<p>18 separate correspondences from individual residents and Associations</p>	<p>1. Proposal for the partial closure of Wood Green High Road</p> <p>18 separate correspondences objecting to proposals for the closure or partial closure of Wood Green High Road.</p> <p>Strong concerns expressed about traffic being displaced on to surrounding residential roads, which are completely unsuitable for bearing the volume of traffic this will entail. The LIP has made no provision of relief traffic schemes or alternatives for dealing with the displaced traffic. Whilst the LIP may well improve the environment of Wood Green High Road this proposals will cause serious environmental degradation in surrounding residential areas.</p> <p>Several correspondences comment that improving the unpleasant pedestrian conditions on Wood Green High is a priority and this could be improved for pedestrians by enforcing the hierarchy of: 1.</p>	<p>1. A feasibility study was undertaken to consider the impact of a partial and full closure of Wood Green High Road. The study identified that potential traffic rerouting for this closure would adversely impact on some of the surrounding residential roads. Consequently this proposal will not be progressed and has been excluded from the Wood Green Town Centre Major Scheme submission, and removed from the LIP document.</p>

	<p>Pedestrians, 2. Cyclists, 3. Public transport, 4. Essential services (e.g deliveries to shops), 5. Private motors and motorcycles (these last being exceedingly pedestrian-unfriendly). Pedestrians would have right of way, vehicles restricted to around 10mph.</p> <p>The proposal should be removed from the LIP and replace with proposals to bring relief to residential roads either side of the High Road.</p>	
Wightman Road N4 Residents' Group	<p>The 'Green Lanes corridor' is not clearly defined in the LIP document. Since a corridor implies movement of traffic, and since significant volumes of traffic move throughout the Harringay Ladder neighbourhood, both north-south and east-west, it would seem reasonable to regard the plan for the Green Lanes corridor as inclusive of all traffic movement in the area. Indeed, if it fails in this regard then it neglects the following issues for Harringay Ladder residents:</p> <ol style="list-style-type: none"> 1. To improve air quality 2. To promote healthier lifestyles by encouraging walking and cycling 3. To reduce noise disturbance from transport 4. To continue to reduce all types of road traffic accidents and improve road safety 	<p>The text for the Green Lane's scheme refers to corridors and neighbourhoods and its inclusion of all traffic management issues.</p> <p>A study of the Green Lanes corridor and surrounding neighbourhoods is being undertaken in 2010/11 and residents in the Harringay neighbourhood will be consulted on the issues raised by the Wightman Road, N4 residents group.</p>
British waterways	Standard checklist and advice provided for consideration in preparation of LIP	Comments noted.
Lynne Featherstone MP petition with 186 letter of support.	<p>Relocating W7/144 bus stop in Muswell Hill</p> <p>Petition from Lynne Featherstone MP with 186 letters of support regarding the location of the W7 bus stop on Muswell Hill, serving Hornsey Central Neighbourhood Health Centre. Concern that elderly and less mobile residents have problems getting to the bus stop, and as the bus stop is used by people from all over Western Haringey who want to get to Hornsey Central, it should be accessible for all. Require bus stop to be relocated to current taxi rank outside Boots, on the Muswell Hill roundabout. This would make the bus stop much more accessible. This should be included within the LIP transport priorities.</p>	<p>The Council and Transport for London have looked at the possible relocation of this stop over many years. It is acknowledged the stop may be difficult to access for certain groups, though the alternatives are equally challenging. TfL are responsible for decisions on the location of bus stops. The Council put forward a proposal to allow passengers commencing their journey to board a terminating bus at the last northbound stop on Muswell Hill. This would need an additional loop of Muswell Hill roundabout. TfL has not supported this suggestion due to the lack of capacity of this stop.</p> <p>In response to another Council suggestion TfL has also looked at</p>

		<p>extending the route beyond Muswell Hill to allow passengers to board or alight at the bus stops on Muswell Hill Broadway. TfL consider such an extension would be expensive to implement.</p> <p>We have also considered with TfL the feasibility of converting the taxi rank on the roundabout for use as a bus stop. Following a site visit TfL has advised the location is not suitable as it would not meet their criteria for the creation of a fully accessible bus stop and it was also found to have road safety implications.</p> <p>TfL are to write a formal response on the options considered for Muswell Hill bus stops by mid December.</p>
Secretary Friends of Priory Park N8	Request a 20 mph speed limit in Priory Park area to protect residents and those who use Priory Park: The following streets should have this limit: Priory Road N8; Ashford Avenue N8; Park Road N8	The Council's Overview and Scrutiny Committee is undertaking a Scrutiny Review of the Council's policy regarding 20mph zones and 20mph speed limits. This will include consideration of a borough wide 20 mph on residential roads. Outputs from this review are expected in March 2011 and will be considered in developing future 20mph zone and speed limit policy.
Resident Springfield Cottages 169, North Hill N6	<p>Incorporate North Hill fully into LIP proposals, as all improvements are to the centre and the east of the borough with Highgate getting nothing.</p> <p>North Hill issues highlighted include dangers of speeding traffic, rat running, traffic congestion, noise, air quality and poor road surface.</p>	The North Hill area is not identified as highest priority in the LIP delivery plan up to 2014 but will be considered for future Corridor and Neighbourhood funding after 2014/15.
Cllr Rachel Allison	There is a great deal of heavy traffic on North Hill, that it is noisy, often travelling too fast and dangerous to pedestrians. There is little in the way of a psychological break when travelling from the A1 - 40mph and dual carriageway, into North Hill, which is a B road and essentially residential.	In regard to the petition sent in December from the office of Lynne Featherstone (MP). The council

	<p>The North Road/North Hill corridor has a number of traffic problems and should be included in the Transport Strategy Document.</p> <p>A petition with over 400 signatures was sent from the office of Lynne Featherstone (MP) in December 2009 requesting a pedestrian phase in the lights at the junction of North Hill, View Road and Church Road.</p>	<p>response stated that the accident record for this junction showed that no pedestrian's had been involved in an accident in the 3 year period up to early 2010. As this provided an indicator that the junction is operating safely for pedestrians, the junction was not considered a high priority, compared to other signalised junctions across the borough that do not yet have the benefit of a pedestrian phase.</p>
The Ramblers. Hertfordshire and N Middx Area.	List of priorities and advice provided for consideration in preparation of LIP.	Amendments made to SEA and LIP where necessary.
Resident	<p>1. To reduce the number of people killed and seriously injured on the road support the introduction of a 20 mph zones for all side roads in Haringey.</p> <p>2. Introduce a Family Zone in the network of roads North of Priory Road and leading to Alexander Palace where there are many families and there is a route linking the extensively used recreational facilities of Alexandra Palace and Priory Park.</p> <p>3. Improve Accessibility - Connectivity Should consider improving step free access to Hornsey train station. to continue to implement the electrification and improvement of the Over ground service with more frequent trains between Gospel Oak and Barking line via Crouch Hill.</p> <p>4. Crouch End CPZ Strongly object to the creeping extension of the Crouch End N8 CPZ as it has proven to merely shift congestion by a few streets and not improve it in general. Either introduce a total borough wide CPZ with the smallest possible time limit in the middle of the day to allow it to be controlled for revenue purposes and prevent extended unauthorised stay or else call a halt to the extension for at least 5 years and then review it again.</p>	<p>1. The Council's Overview and Scrutiny Committee is undertaking a Scrutiny Review of the Council's policy regarding 20mph zones and 20mph speed limits. This will include consideration of a borough wide 20 mph on residential roads. Outputs from this review are expected in March 2011 and will be considered in developing future 20mph zone and speed limit policy.</p> <p>2. This proposals will be considered as part of the DIY Streets programme, as detail in Section 3.3 of the LIP. Funding is already committed to other DIY scheme up to 2014.</p> <p>3. Hornsey Station accessibility is an issue for Network rail and the operator. This will be raised with them at the regular public transport liaison meeting in which they and the Council attend.</p>

		4. Section 3.3.of the LIP states the Council are reviewing its approach for identifying new CPZs to develop a strategic overview of parking policy and traffic management across the borough in order to deliver broad transport objectives to reduce traffic congestion and encourage sustainable transport usage. These comments will be considered as part of that review.
Hillfield-St.James Residents Association	<p>Concerns regarding over-use of St James's Lane as a cut-through between Muswell Hill (the Hill) and Muswell Hill Rd and the habitual use of this narrow road (with cars parked either side) by HGVs.</p> <p>They would like to see:</p> <ul style="list-style-type: none"> * more efficient use made of this road, St James's Lane N10, * relief of the traffic congestion caused by two way traffic being unable pass each other * discouragement of HGVs which spoil the environmental quality for residents and * improved safety for pedestrians and road-users. <p>These aims could and should be achieved by restrictions and controls on traffic using St James's Lane, imposed as part of the Local Implementation Plan 2011-2031.</p>	These recommendations will be considered as part of future corridor and neighbourhoods proposals, however there is currently no funding available to develop these proposals before 2014/15.
Resident	<p>1.Required improved pedestrian road crossing facilities at Alroy Road.</p> <p>2. There needs to be more consultation which is "grass roots" level, at the initial stages, so that residents can influence the priorities rather than ask them to comment on the final proposals which have been drafted for them to comment.</p>	<p>1. The Alroy Road crossing facilities will be considered through the Local Safety Scheme programme of works. Locations will be prioritised on reducing road accidents, particularly focusing on vulnerable road users, in areas with the highest road casualty incidents.</p> <p>2. The consultation process for developing the LIP is detailed in section 2.3.8 and Appendix H.</p>
Cromwell Area Residents Association	Supportive of local 20mph zone covering the Cromwell's residential area. As a residential street with numerous children we feel that a reduced speed limit would reduce the likelihood of accidents, reduce pollution, cut down on rat running, promote more sustainable means of transport, and make the area feel more of a cohesive community.	The Council's Overview and Scrutiny Committee is undertaking a Scrutiny Review of the Council's policy regarding 20mph zones and 20mph speed limits.

		<p>This will include consideration of a borough wide 20 mph on residential roads. Outputs from this review are expected in March 2011 and will be considered in developing future 20mph zone and speed limit policy.</p>
<p>Haringey Disability First Consortium & Age Concern Haringey</p>	<p>HDFC Comments</p> <ol style="list-style-type: none"> 1. Put people at the centre of plans and involve them from the beginning by using Haringey residents to develop plans. 2. Develop user-led accessibility schemes and invest in Shopmobility scheme. 3. Use the services already in place more effectively e.g. giving frontline staff use of parking permits, car clubs and electric vehicles in order to carry out visits to vulnerable people. 4. Issue a carers pass for residential areas covered CPZs. 5. Educate the public, the police and drivers about disability by providing training on disabled parking bays and penalties, the responsibilities under equalities legislation that statutory service providers have. 6. The consideration of an overall strategy to improve transport around the borough instead of concentrating on schemes in specific areas. The response states “This strategy should include improved public transport, simplified inter-changes, better pavements, reducing car use and parking”. 7. Appreciate that people and cars travel across borough boundaries by implementing a congestion charging zone for the borough of Haringey. 8. Consider the distance and access to public transport. More strategic thinking about the placement of bus routes, bus stops, transport hubs, improve step free access and pavement repairs. 9. Penalise illegal behaviours e.g. bus drivers not using ramps and parking too far from curbs, enforcement of parking offences and drivers not stopping at signalised crossings. 	<p>HDFC comments are noted and will be incorporated into the final LIP where possible.</p> <ol style="list-style-type: none"> 1. The LIP process does allow for resident participation from the initial development stage, as detailed in the consultation section 2.3.8 and appendix H. 2. The Sustainable Transport Commission is considering the issue of accessibility and the Council is awaiting its report. The future of shopmobility provision in the borough is being reviewed by the Council in December 2010, in order to identify a strategy to deliver improved shopmobility services than currently exists. This needs to be assessed against demand and other funding commitments. <p>Comments 3-5 are noted and will be pasted to the Parking services department. Comments 6-9 are noted, and the Council’s response to similar remarks are provided in the sections above.</p>

APPENDIX I - Multi modal transport map of Haringey



APPENDIX J

Haringey & Enfield Smarter Travel Programme data analysis & draft Strategy

Smart Programme Objectives



1. Reduce the number of KSIs casualties by 20% 2014 from 2004/8 average. (30% reduction for child KSI's).



2. Increase levels of cycling by 43% from 2007-9 baseline by 2014. New mode share target of 3% (from baseline of 1.3%).



3. Increase mode share of walking by 2% from 2007-9 baseline by 2014. New mode share target of 32% (from baseline of 31.3%).



4. Reduce transport related emissions of CO2 by 20% from 2008 baseline by 2014. 164 kilotonnes pa to 131 kilotonnes pa.



5. Reduce total borough traffic and congestion levels by 2% by 2014 from 2009 baseline. (specific local targets to be developed as part of school/workplace travel plans).

Objective 1. Reducing Child Casualties...

Example of output table from initial data analysis workshop


What?	<ul style="list-style-type: none"> – Reduce the total number of child casualties across both boroughs (primary) – Focus the campaign on reducing the number of child pedestrian casualties – Reduce the number of collisions involving powered 2 wheelers (secondary) – Reduce the incidence of excess speeding, which is identified as a major contributory factor in collisions.
With Who?	<ul style="list-style-type: none"> – Secondary school age groups – Age 11/12 (highest accident rates) e.g. from transition to secondary school – 16-24 year old male drivers – Young/new drivers
Where?	<ul style="list-style-type: none"> – East/ West divide in both boroughs, with higher child casualty rates to the East – Greater rate of reported casualties around the Haringey/Enfield borough boundary (A406) – 'Inverted L shape' of focus in Enfield e.g. along south and east of Enfield – Focus on families and also through schools in close proximity to areas of high casualty rates – both by home postcode and casualty location – Use casualty home postcode analysis to engage directly with households (e.g. personal travel information project) – High speed roads/areas of the borough – Driving schools & DVLA – Colleges, Universities, youth clubs and other 'channels' to reach the target age group (11- 15 and 16-24 year old males)
How?	<ul style="list-style-type: none"> – More targeted, proactive and planned programme of road safety education in schools – Targeted Theatre in Education programmes. Current secondary school Theatre in Education project could potentially be run in both boroughs to reduce costs? – Develop new cost effective and less time consuming methods to work with schools, rather than rely on the travel planning approach. Currently only schools with travel plans are prioritised for council initiatives. This seems to exclude schools in deprived areas with higher accident rates. – Cost effective parents packs, delivered through schools e.g. TfL 'UpGrade' project working with 11/12 year olds – Safer driving information for young adults / new drivers
Actions	<ul style="list-style-type: none"> – Easier and cheaper mechanism to engage with schools without travel plans – Incorporate Enfield's Road Safety Strategy in the Enfield and Haringey Smarter Travel strategy. – Further research/mapping of P2W collisions – age, speed? (LPUTT) – Age of casualties – check if there is a peak at 11-12 years locally as has been shown London wide (LPUTT) (UCL research suggests secondary school age peak). – Consider day of week / time of day of collisions e.g. more accidents during school run? (LPUTT) – Review borough mapping to ensure that postcode sector boundaries do not spread too far beyond the 'cut-outs' e.g. M25 area (RS) – Further investigation of collisions within different speed limit areas. Are there greater numbers in higher limit areas? (RS) – Evidence of effectiveness of road safety education, school travel plans etc? Lessons from Sweden? (JH)

These summary sheets were developed into:


- 2 strategy options to reduce child casualties
- 4 strategy options for cycling, active travel and health
- 3 strategy options to reduce pollution and motorised traffic

Revised Summary of Strategies

Phase 1:

- 
1. Heighten awareness of risks of road danger amongst 11-15 year olds in the East of both boroughs
 2. Target 16-24 year old males to reduce risk taking behaviours, especially speeding
 3. Walk and cycle for recreation, entertainment and leisure trips (linking to Cycle Hubs strategy)
 4. Encourage 'Environmentally Aware' and 'Car Free Lifestyle' residents in the Southwest of both boroughs to cycle and target the 'Environmentally Aware' group with immediate behaviour change measures and long term lifestyle changes to reduce congestion and improve air quality
 5. Target 'Care Free Car', 'Dissatisfied Driver' and 'Committed to Car' residents in the East of Enfield with convenient behaviour changes and also long term lifestyle changes including goods vehicle package of measures

Phase 2:

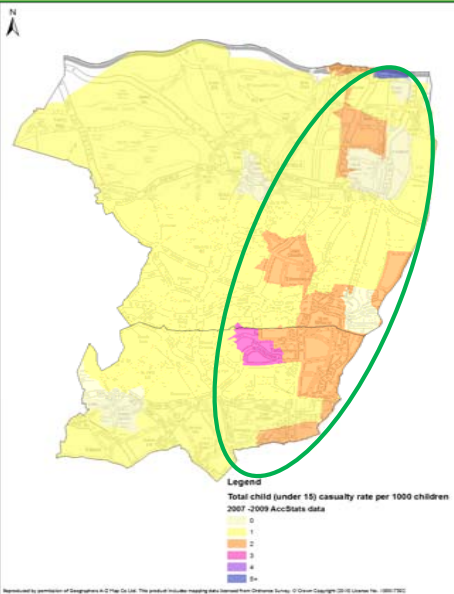
- 
6. Increase cycling amongst women
 7. Encourage 'Aspire to Drive' residents in the East to trial cycling and engage them in a preventative car use strategy to reduce the future demand for private car usage

❖ *Phase 1 strategies to continue throughout the life of the programme. Phase 2 to commence once adequate momentum and programme awareness have been achieved.*

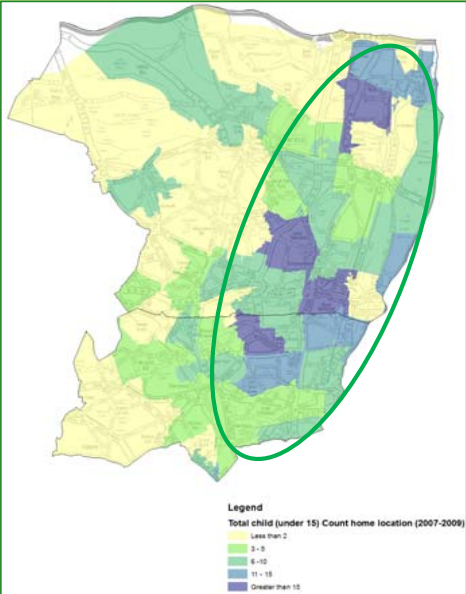
Phase 1



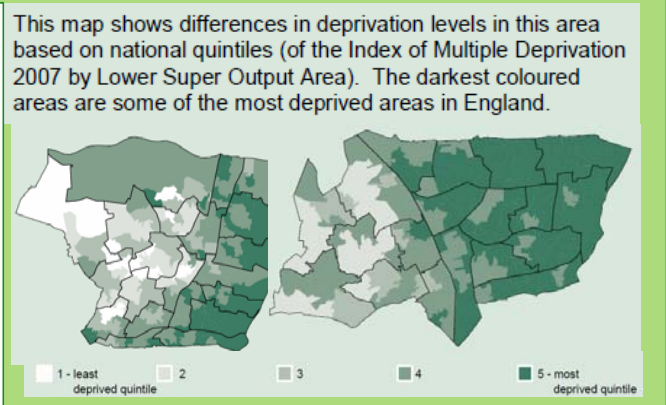
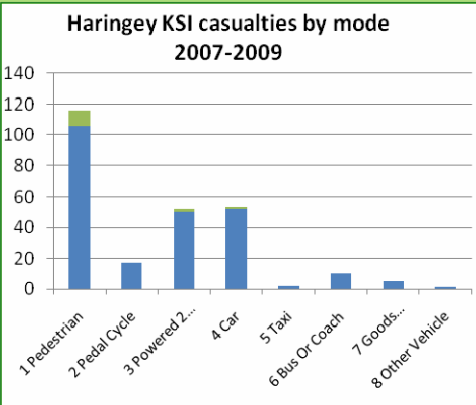
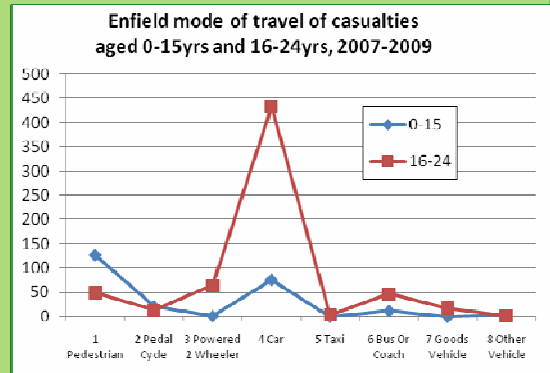
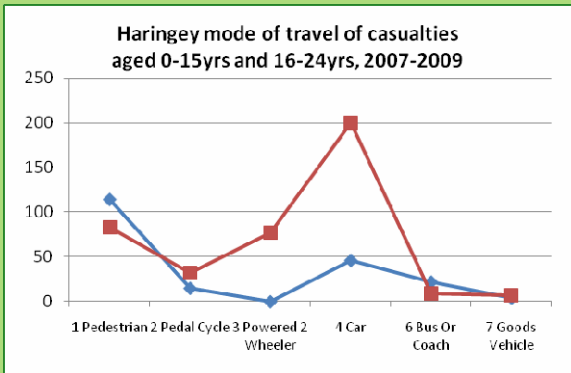
Travel Data Analysis:



Child casualties plotted by location of accident



Child and young person casualties plotted by home postcode of casualty



The analysis shows:

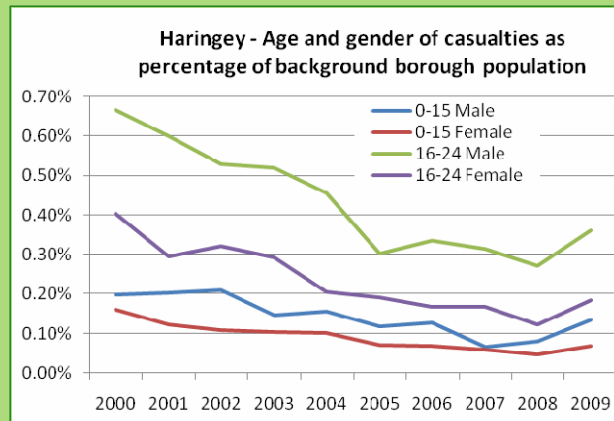
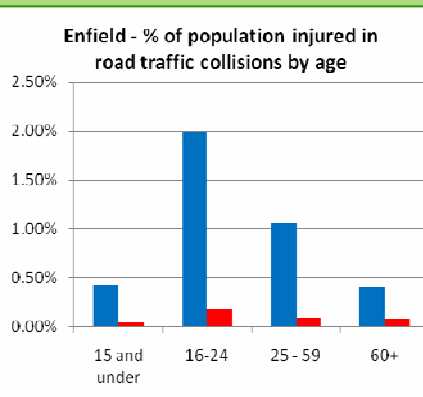
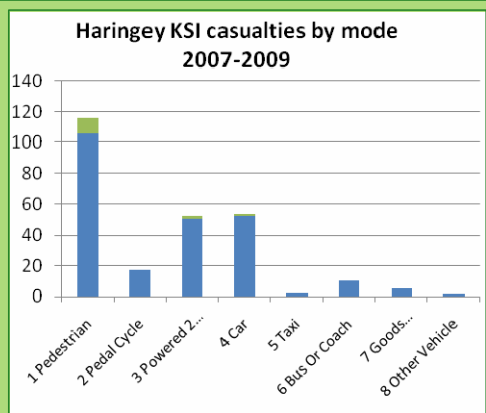
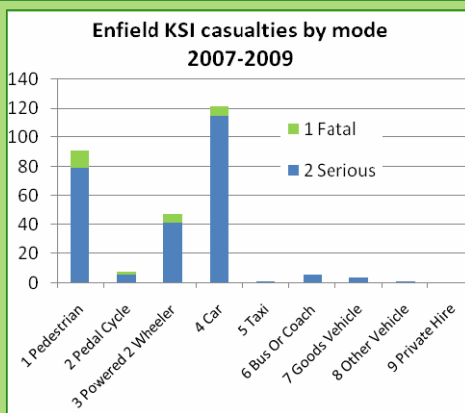
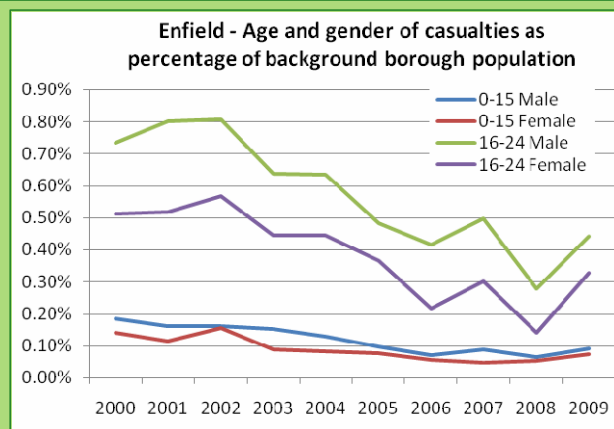
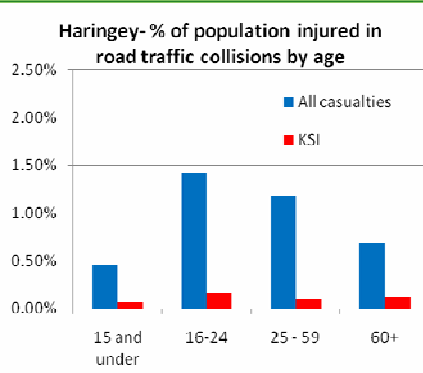
- When looking at pedestrian accidents, the 11-15 age group are the most at risk, with London wide data showing a peak at ages 11-12.
- The change of school for pupils from Year 6 to Year 7 (primary to secondary school) is a major step for both children and parents.
- Travelling to school alone for the first time can put this age group at much greater risk of being involved in road collisions.
- Children from the lowest socio-economic groups and from ethnic minority backgrounds are more likely to be involved in collisions.
- The most deprived areas of both Haringey and Enfield are in the East of the borough. Accident analysis of child accidents based on home postcodes has found the majority of accidents to be originating from these areas.



Strategy Option:

Uplift targeting of 11/12 year olds (age group with highest accident rates) upon transition to secondary school. Lean management of existing primary school road safety education. Develop a value for money 'channel' or 'touch point' method/mechanism to engage with all, including 'hard to reach' schools rather than based on travel plan status. Focus activity on schools and residents in the East of both boroughs, and around the Haringey/Enfield borough boundary (A406) where child casualty rates are highest. Key behaviours include crossing the road safely, and looking out for your friends. Touch points include schools and direct with households (through casualty home postcode analysis i.e. direct engagement with highest risk areas).

Travel Data Analysis:



2007-2009 Accidents	Haringey	Enfield
Total collisions	2023	2207
Speed as factor	316	473
Percentage of collisions with speed as contributory factor	15.62%	21.43%

Summary of collisions in Haringey and Enfield with speed as a contributory factor

The analysis shows:

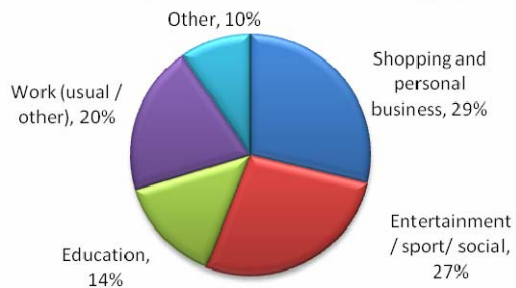
- 16-24 year olds are statistically the most likely age group to be involved in road collisions in both Haringey and Enfield.
- Across London they are involved in 18% of all collisions resulting in personal injury despite accounting for only 8% of all driving licenses.
- Amongst this age group males are significantly more at risk than females. This is partly a result of increased exposure to cycling and P2W travel.
- Many accidents in Haringey and Enfield have speed as a factor. Across London nearly 21% of 17-25 year old car drivers have been involved in speed related collisions.

Strategy Option:

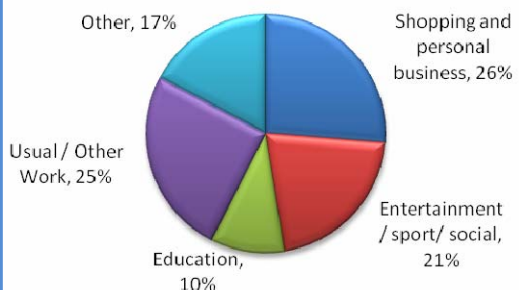
Target 16-24 year old males, specifically young/new drivers and powered 2-wheeler users to reduce the number of road collisions. Focus on risk taking behaviours in particular speeding. Target behaviours include safe driving techniques, obeying speed limits, indicating manoeuvres, looking out for cyclists and pedestrians. Potential touch points include driving schools & the DVLA, Colleges, gyms, entertainment destinations, and casualty home postcode analysis direct with households (e.g. direct engagement).

Travel Data Analysis:

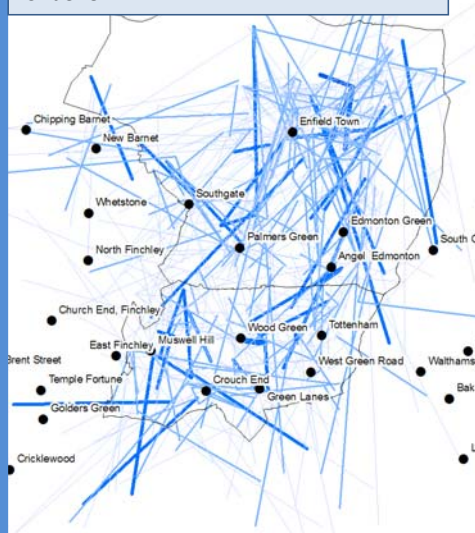
Haringey Journey Purpose (Car Trips Within the Borough)



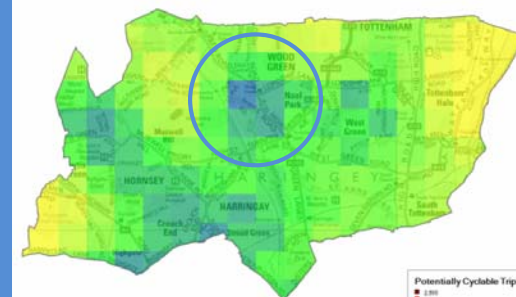
Enfield Journey Purpose (Car Trips Within the Borough)



London Travel Demand Survey - Car Trips Under 8km



London Travel Demand Survey - Car Trips Under 3km



TfL – ‘Cyclable Trips’ Analysis (Showing high density areas of trips that could be cycled)



Haringey Future Cycling Projects

Health Indicator	Haringey	Enfield
Physically Active Children	Significantly worse than England average	Significantly better than England average
Obese Children	Significantly worse than England average	Significantly worse than England average
Physically Active Adults	Not significantly different from England average	Significantly worse than England average
Obese Adults	Significantly better than England average	Not significantly different from England average

- Significantly worse than England average
- Not significantly different from England average
- Significantly better than England average
- No significance can be calculated

Comparison of NHS health indicator standing against national average.

Enfield Greenways Map to be added

The analysis shows:

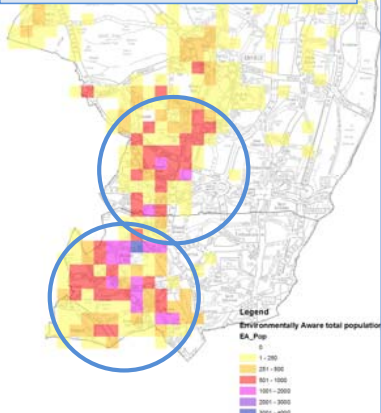
- Shopping, leisure and entertainment account for approximately 50% of car trips in both boroughs.
- These trips are ‘discretionary’ in nature and as such they are not subject to as many restrictions (time, comfort, convenience) as more regular non-discretionary trips.
- Many of these car trips are under 8km (i.e. ‘cyclable’) or even under 3km (‘walkable’) in length and large pockets of these trips can be identified.
- There is also the potential for linkages with upcoming cycling infrastructure and marketing projects (e.g. Cycle Superhighways routes 12 & 1 launching 2013/14).

Strategy Option:

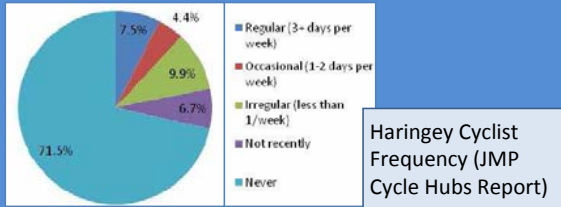
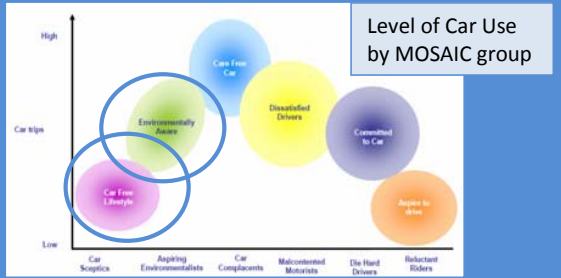
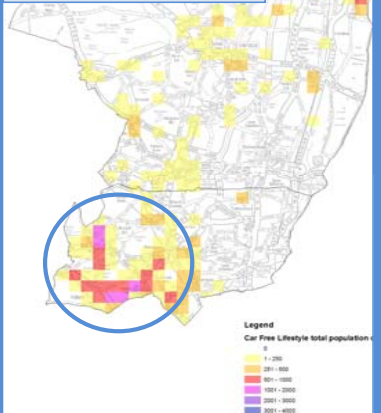
To encourage greater levels of active travel for entertainment/shopping/leisure trips in both boroughs. Key message that walking and cycling save money and are fun and healthy. Areas around the Wood Green cycle hub, cycle superhighways, Greenways, and dense area of walkable trips in the NE of Enfield should be prioritised. Touch points include leisure/entertainment destinations, town centres and workplaces.

Travel Data Analysis:

MOSAIC Driver 'Environmentally Aware' Distribution



MOSAIC Driver 'Car Free Lifestyle' Distribution



Key barriers vary by life stage; Younger 16-19 year olds...

Identification	<ul style="list-style-type: none"> Something they stopped doing quite recently, so associated with being younger Not seen amongst their social group
Not fun	<ul style="list-style-type: none"> Not seen as sociable Other social activities seen as more fun (e.g. football, going out) Being stuck with bicycle can hinder new found freedom and desire for spontaneity
Physicality	<ul style="list-style-type: none"> Image (and physical appearance) is paramount - cycling can get you dirty and make you look ugly (hair and make up esp. for girls)
Expense	<ul style="list-style-type: none"> Many other things they would rather spend their tight budget on before a bike

Quotes:
 "Cycling is for kids!" (Younger female, Outer London)
 "My friends all go to college on the bus together... Cycling on my own would mean I'd miss out on the fun" (Younger male, Outer London)
 "If I get my hair wet it goes frizzy... plus I'd get dirty..." (Younger female, Outer London)

TfL 'Near Market Cyclist' Research, 2009

Key barriers vary by life stage; Pre-family 20-30 year olds...

Fear & Vulnerability	<ul style="list-style-type: none"> Approach cycling more purposefully (i.e. for commuting), therefore roads seen as more of a danger (esp. for females) Spending a lot of time driving or on PT, therefore removal of protective bubble can be greatest fear
Lack of Confidence	<ul style="list-style-type: none"> Drivers' perspective = lack of knowledge/etiquette as cyclist
Identification	<ul style="list-style-type: none"> Picking up on more of negative/risky cyclist behaviour
Physicality	<ul style="list-style-type: none"> Appearance is important, therefore fear that cycling does not allow them to wear what they want (esp. women)
Lack of Infrastructure	<ul style="list-style-type: none"> Lack of parking and washing facilities in office

Quotes:
 "Often the bike and the bus lane merge into one, and the bus drivers are nuts... I saw a guy get hit by a bus on Tottenham Court Road a few years ago and it really put me off!" (Pre-family female, Inner London)
 "There must be something similar to the Highway code for cyclists?" (Pre-family female, Inner London)
 "You don't want to turn up to work soaking in sweat" (Pre-family male, Outer London)

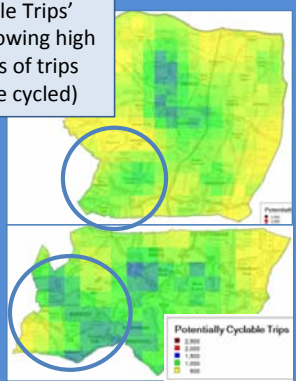
Car	Bus	Rail/Tube	Cycling	Motorcycle	Taxi
Above average	Below average	Above average	Well above average	Above average	Well above average

Summary of 'Environmentally Aware' MOSAIC Group

Car	Bus	Rail/Tube	Cycling	Motorcycle	Taxi
Well below average	Above average	Well above average	Well above average	Well above average	Well above average

Summary of 'Car Free Lifestyle' MOSAIC Group

TfL - 'Cyclable Trips' Analysis (Showing high density areas of trips that could be cycled)



The analysis shows:

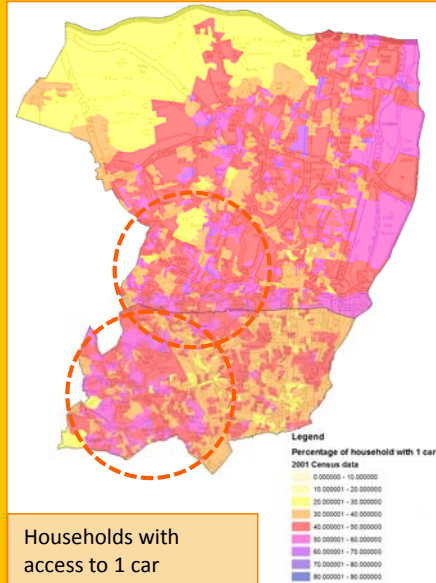
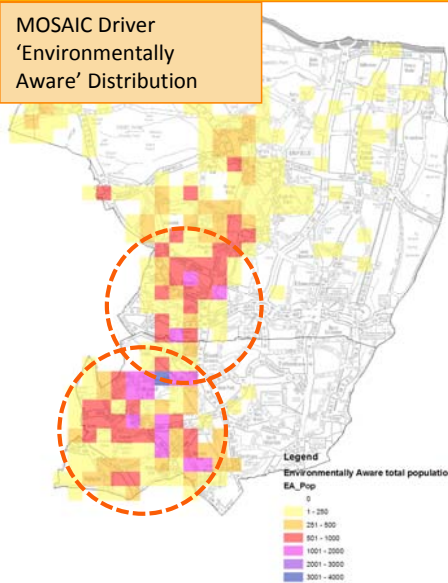
- Concentration of the 'Environmentally Aware' MOSAIC group in the Southwest of both Haringey and Enfield (85,000 residents across both boroughs).
- There is also a large population of 'Car Free Lifestyle' residents in the Southwest of Haringey (35,000 residents across both boroughs).
- The combination of these target groups account for 120,000 residents or 23% of the total population.
- These residents have relatively high cycling levels and ownership, locating them predominantly in the 'irregular' / 'occasional' cyclist categories.
- Income is well above average for both groups leading to a greater number of trips being made across all modes. Car travel is especially high for 'Environmentally Awares'.

Strategy Option:

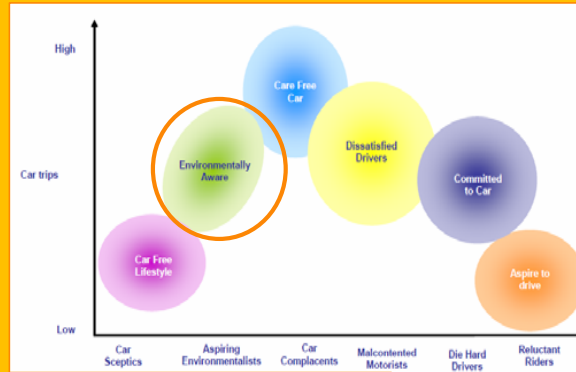
To target the 'Environmentally aware' MOSAIC group (SW of both boroughs) and 'Car Free Lifestyle' MOSAIC group (SW of Haringey) to increase the levels of cycling amongst 'occasional' cyclists and encourage new cyclists to trial it. Focus on well off professional adults with key messages of flexibility, convenience, fashion and directness. Touch points include the Cycle Superhighways smarter travel home end packages, and summer events.

Travel Data Analysis:

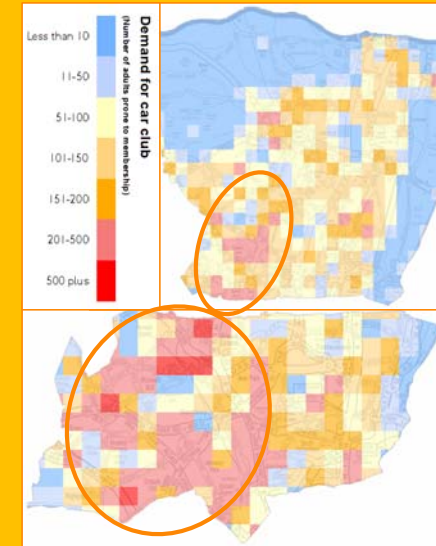
MOSAIC Driver 'Environmentally Aware' Distribution



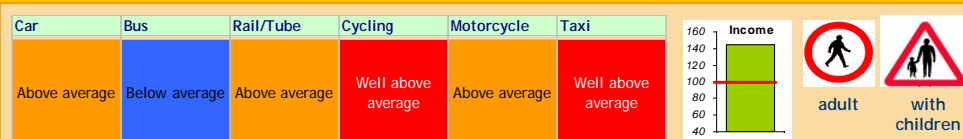
Households with access to 1 car



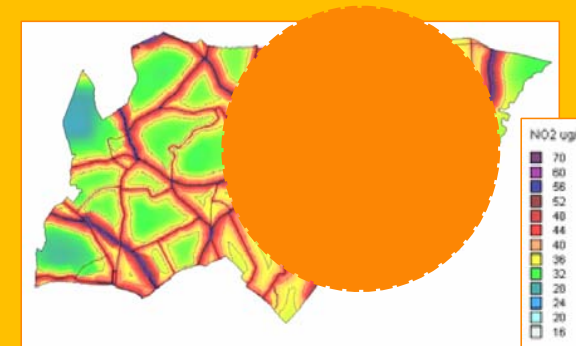
Level of Car Use by MOSAIC group



TfL Analysis of Car Club Demand, 2011



Summary of 'Environmentally Aware' MOSAIC Group



Haringey NO2 Emissions Plot

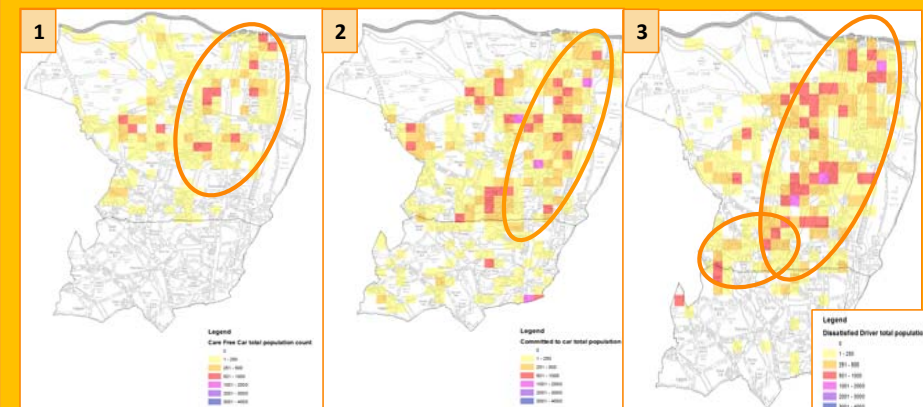
The analysis shows:

- High concentration of 'Environmentally Aware' MOSAIC driver group living in the Southwest of both boroughs (85,000 residents across both boroughs).
- Incomes are well above average and there is a strong understanding of the environmental impact of car travel.
- In spite of this, 'EAs' have surprisingly high levels of car ownership and use. Potential demand for car clubs is also shown to be very high.
- Demand for travel is high across all modes apart from the bus.

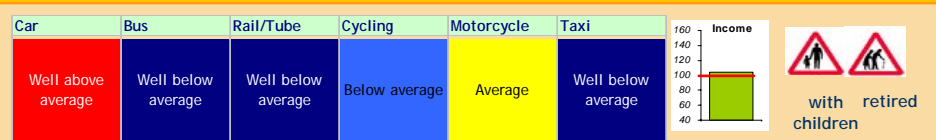
Strategy Option:

Target the 'Environmentally aware' MOSAIC group in the Southwest of both boroughs. Strategy should focus on (a) immediate and convenient methods of reducing car use (e.g. join a Car clubs, cycle discretionary trips, home shopping, healthy active travel, smarter driving techniques) and (b) to support longer term lifestyle and behaviour change away from petrol car ownership (i.e. The purchase of cleaner more efficient vehicles and a focussed campaign towards electric vehicles). Touch points include schools, summer events and direct to home.

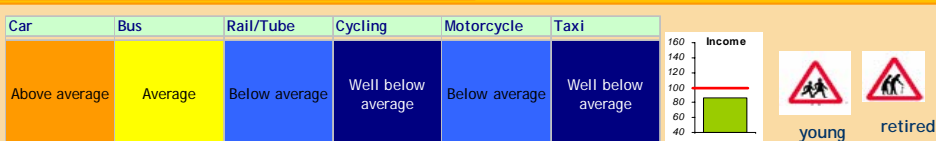
Travel Data Analysis:



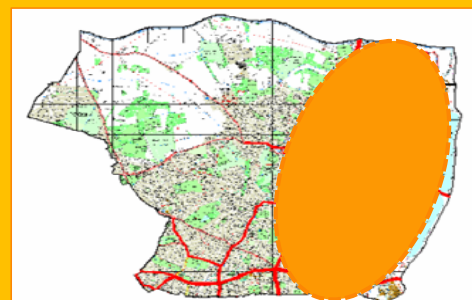
MOSAIC Driver Distribution for (1) 'Care Free Car' (2) 'Committed to Car' (3) 'Dissatisfied Drivers'



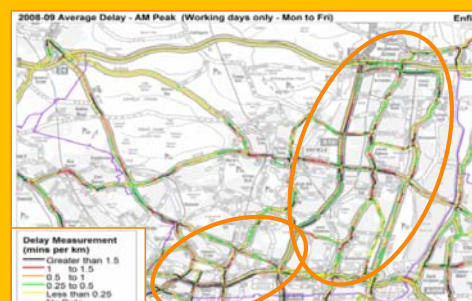
Summary of 'Care Free Car' MOSAIC Group



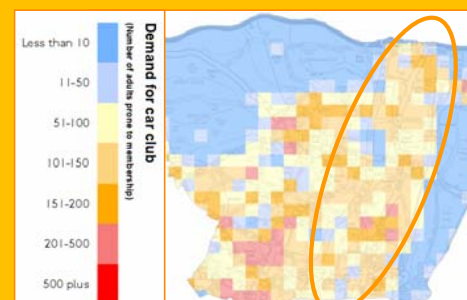
Summary of 'Committed to Car' MOSAIC Group



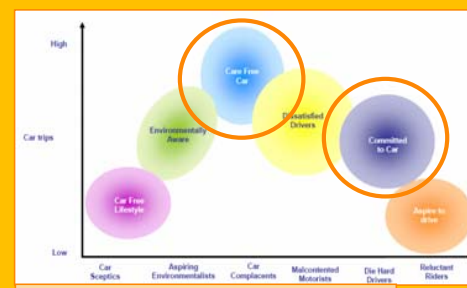
Roads predicted to exceed air quality objectives



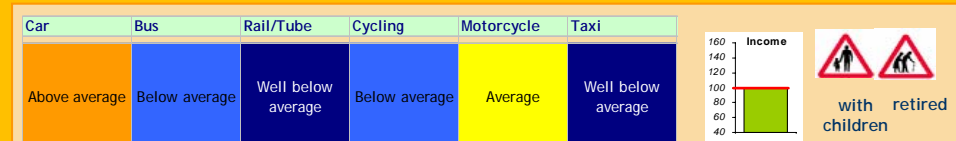
TfL 'Average Traffic Delay' plot for Enfield



TfL Analysis of Car Club Demand



Level of Car Use by MOSAIC group



Summary of 'Dissatisfied Driver' MOSAIC Group

The analysis shows:

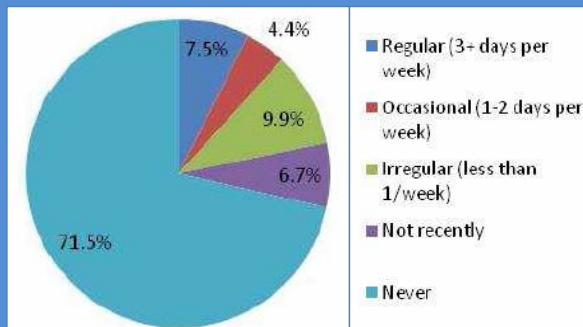
- Congestion and air quality are significant problems in the East of Enfield and approximately 50% of all NO₂ and PM₁₀ emissions are attributable to cars, HGVs and LGVs.
- Large percentage of residents (54% of total population) in the East of Enfield from the 'Care Free Car', 'Committed to Car', and 'Dissatisfied Driver' MOSAIC driver groups.
- These residents have extremely high levels of car and van use, and are committed drivers who are unlikely to consider modal shift.
- LGV use is predicted to grow significantly in London.
- A small fraction of these residents could have a big impact on congestion and emissions as they account for 54% of the total population.

Strategy Option:

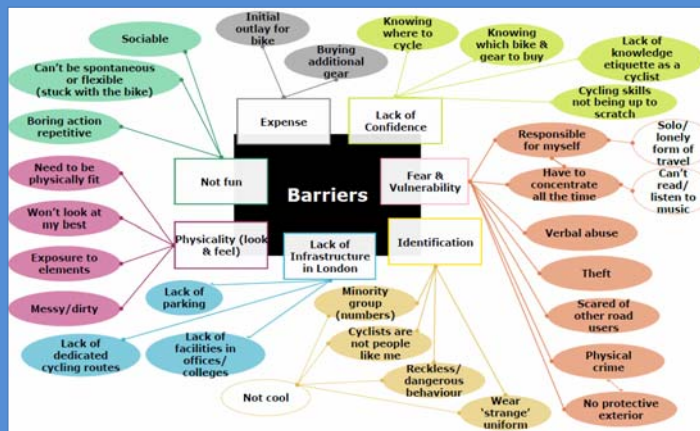
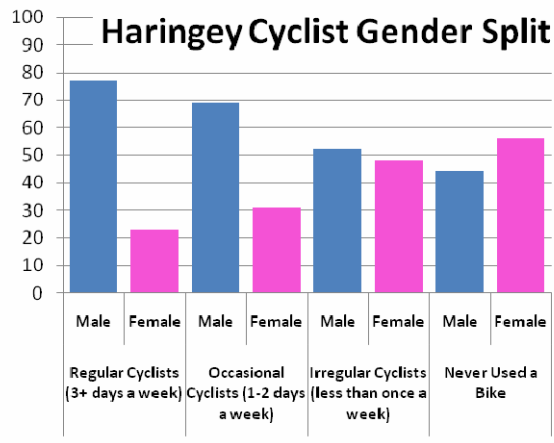
Target the 3 MOSAIC groups in the East of Enfield to reduce congestion and improve air quality in both boroughs. Focus on (a) immediate and convenient methods of reducing car use (e.g. join a car club, walk once a week, reduce the number of discretionary car trips (or walk), efficient 'smarter driving' techniques to reduce fuel usage), and (b) to support longer term lifestyle and behaviour change away from petrol car ownership (i.e. The purchase of cleaner more efficient vehicles and a focussed campaign towards electric vehicles), and (c) an integrated goods vehicle campaign including DSPs, FORs, micro consolidation and EU funded freight / alternative fuel projects. Potential touch points include home and Enfield High Street.

Phase 2

Travel Data Analysis:



Haringey Cyclist Frequency (JMP Cycle Hubs Report)



Key barriers vary by life stage; Pre-family 20-30 year olds...

- Fear & Vulnerability**
- Lack of Confidence**
- Identification**
- Physicality**
- Lack of Infrastructure**

- Approach cycling more purposefully (i.e. for commuting), therefore roads seen as more of a danger (esp. for females)
- Spending a lot of time driving or on PT, therefore removal of protective bubble can be greatest fear
- Drivers' perspective = lack of knowledge/etiquette as cyclist
- Picking up on more of negative/risky cyclist behaviour
- Appearance is important, therefore fear that cycling does not allow them to wear what they want (esp. women)
- Lack of parking and washing facilities in office

"Often the bike and the bus lane merge into one, and the bus drivers are nuts... I saw a guy get hit by a bus on Tottenham Court Road a few years ago and it really put me off!" (Pre-family female, Inner London)

"There must be something similar to the Highway code for cyclists?" (Pre-family female, Inner London)

"You don't want to turn up to work soaking in sweat!" (Pre-family male, Outer London)

TFL 'Near Market Cyclist' Research, 2009

Key barriers vary by life stage; Younger 16-19 year olds...

- Identification**
- Not fun**
- Physicality**
- Expense**

- Something they stopped doing quite recently, so associated with being younger
- Not seen amongst their social group
- Not seen as sociable
- Other social activities seen as more fun (e.g. football, going out)
- Being stuck with bicycle can hinder new found freedom and desire for spontaneity
- Image (and physical appearance) is paramount - cycling can get you dirty and make you look ugly (hair and make up esp. for girls)
- Many other things they would rather spend their tight budget on before a bike

"Cycling is for kids!" (Younger female, Outer London)

"My friends all go to college on the bus together... Cycling on my own would mean I'd miss out on the fun!" (Younger male, Outer London)

"If I get my hair wet it goes frizzy... plus I'd get dirty..." (Younger female, Outer London)

Key barriers vary by life stage; Young family 31-44 year olds...

- Fear & Vulnerability**
- Lack of Confidence**
- Physicality**

- Appreciate car as a safety bubble more than ever when have young family
- Can feel like a long time since they cycled, therefore (women esp.) fear their skills won't be up to scratch
- Worry they might not be fit enough
- Also worry they won't look right on a bike

"I think as a cyclist you would feel vulnerable on the street so you'd have to adopt this type of kamikaze attitude as a result." (Family male, Outer London)

"I'm just worried what my bum will look like on one of those saddles." (Family female, Outer London)

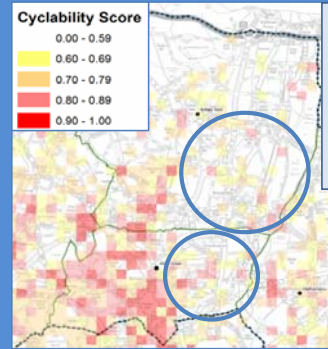
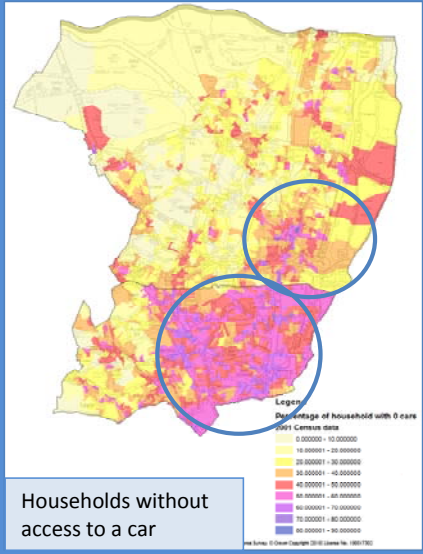
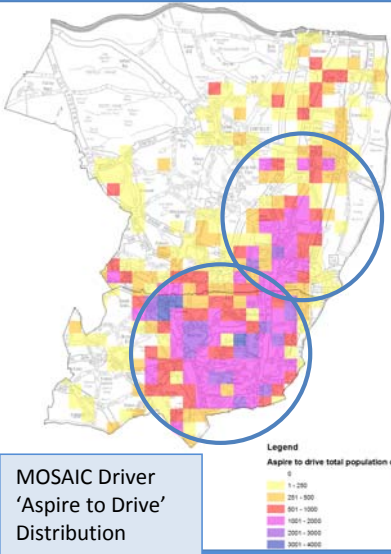
The analysis shows:

- Three and a half times more men cycle than women in Haringey. Of those in the 'regular' category, 77% are male whilst only 23% are female.
- 'Occasional' cyclists see a gender split of 69% male and 31% female.
- Females typically stop cycling during their teenage years.
- Barriers and motivators to cycling are varied based on age and life stage.

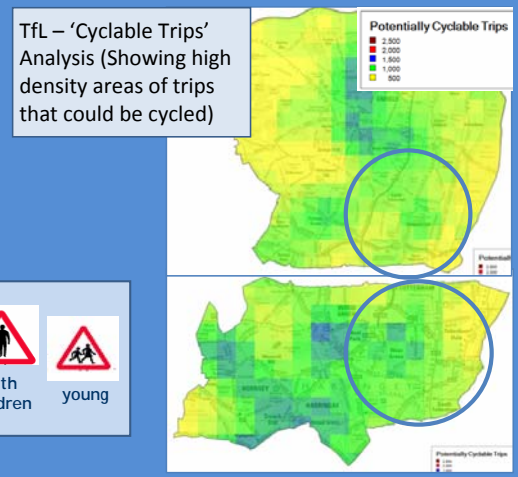
Strategy Option:

Increase cycling amongst women both in terms of converting new cyclists and encouraging existing 'occasional/irregular' cyclists to cycle more. Focus on teenage girl age group (where females typically stop cycling), pre-family adults, and young family life stages. Link with the British cycling project (e.g. led rides for women and female cycling champions), uplift to 'Catch Up With The Bicycle' and introduce package of support to overcome vulnerability, confidence and physicality barriers.

Travel Data Analysis:



TfL – 'Propensity to Cycle' Analysis (Showing the propensity of residents to take up cycling)



Car	Bus	Rail/Tube	Cycling	Motorcycle	Taxi
Well below average	Well above average	Above average	Average	Well below average	Well below average

Income: 40, 60, 80, 100, 120, 140, 160

with children (family icon), young (child icon)

Summary of 'Aspire to Drive' MOSAIC Group

Key barriers vary by life stage; Younger 16-19 year olds...

- Identification**
 - Something they stopped doing quite recently, so associated with being younger
 - Not seen amongst their social group
- Not fun**
 - Not seen as sociable
 - Other social activities seen as more fun (e.g. football, going out)
 - Being stuck with bicycle can hinder new found freedom and desire for spontaneity
- Physicality**
 - Image (and physical appearance) is paramount – cycling can get you dirty and make you look ugly (hair and make up esp. for girls)
- Expense**
 - Many other things they would rather spend their tight budget on before a bike

Quotes: "Cycling is for kids!" (Younger female, Outer London), "My friends all go to college on the bus together... Cycling on my own would mean I'd miss out on the fun" (Younger male, Outer London), "If I get my hair wet it goes frizzy... plus I'd get dirty..." (Younger female, Outer London)

TfL 'Near Market Cyclist' Research, 2009

Key barriers vary by life stage; Young family 31-44 year olds...

- Fear & Vulnerability**
 - Appreciate car as a safety bubble more than ever when have young family
- Lack of Confidence**
 - Can feel like a long time since they cycled, therefore (women esp.) fear their skills won't be up to scratch
- Physicality**
 - Worry they might not be fit enough
 - Also worry they won't look right on a bike

Quotes: "I think as a cyclist you would feel vulnerable on the street so you'd have to adopt this type of kamikaze attitude as a result." (Family male, Outer London), "I'm just worried what my bum will look like on one of those saddles" (Family female, Outer London)

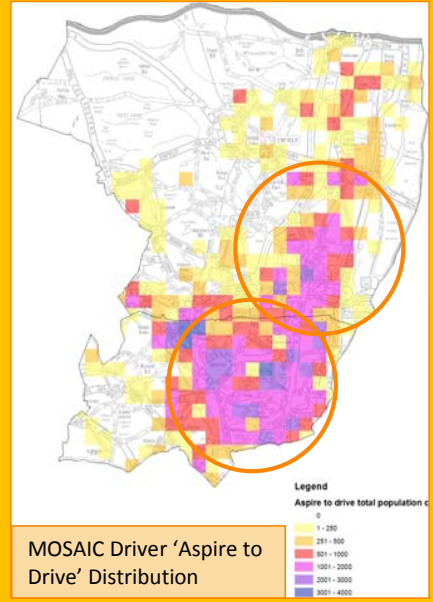
The analysis shows:

- There are large numbers of residents in the East of both boroughs from the 'Aspire to Drive' MOSAIC driver group (totalling 45% of the combined population).
- These residents have below average levels of car ownership and use. Many households in these areas do not have access to a car. Bike ownership levels are also low.
- Aspire to Drive residents have a low propensity to cycle (figure 4) high levels of bus and public transport usage (figure 3), and below average income (figure 3).
- Major barrier to car ownership is that they cannot afford to purchase and run the vehicle, hence there is a risk that they could later move into one of the 'car dependent segments' (Care Free Car / Committed to Car).

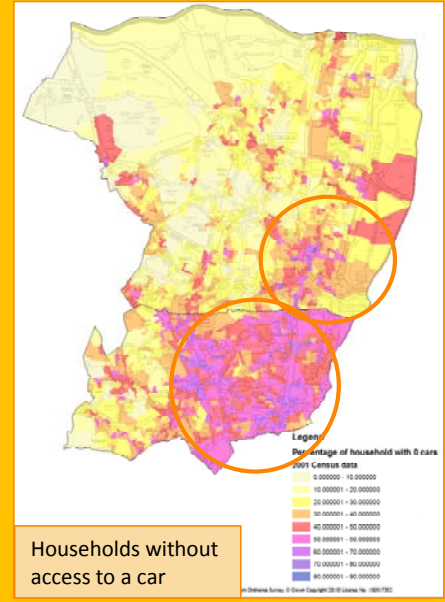
Strategy Option:

To persuade residents of the 'Aspire to Drive' MOSAIC driver group, in the East of both Haringey & Enfield to trial cycling as a cheaper, more accessible alternative to both car and public transport use. Focus on young adults to 'fix in' long term behaviour change at this formative stage in their lives, and on young families to encourage the benefits of cycling for the whole family. Key messages cost savings, better health and the freedom and flexibility offered by cycling. Early engagement could prevent a move towards committed motorist status in later life. Touch points include home, workplaces, local retail centres and medical professionals.

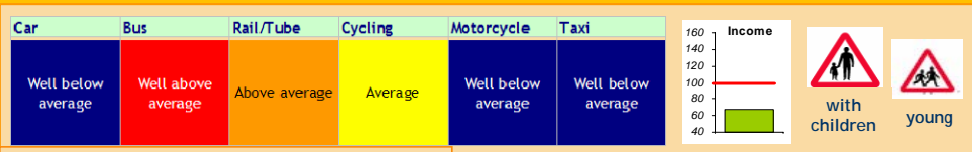
Travel Data Analysis:



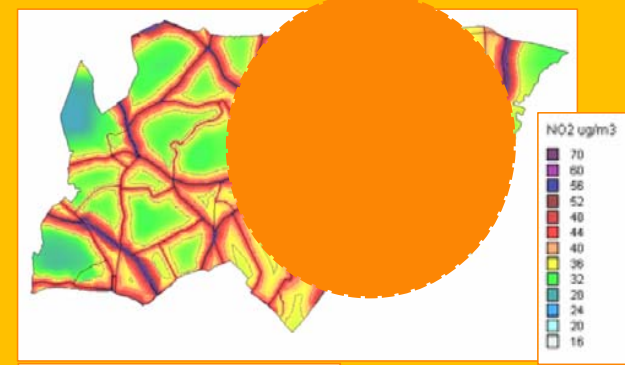
MOSAIC Driver 'Aspire to Drive' Distribution



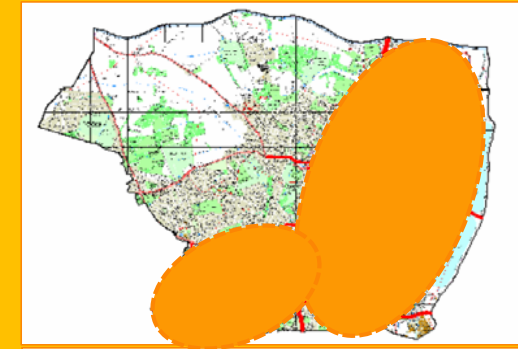
Households without access to a car



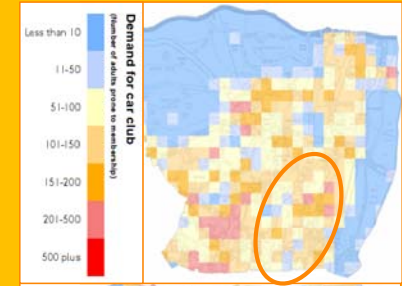
Summary of 'Aspire to Drive' MOSAIC Group



Haringey NO2 Emissions Plot



Roads predicted to exceed air quality objectives



TfL Analysis of Car Club Demand



Level of Car Use by MOSAIC group

The analysis shows:

- Congestion and air quality are significant problems and approximately 50% of all NO2 and PM10 emissions are attributable to cars, HGVs and LGVs.
- There are large numbers of residents in the East of Haringey and Enfield from the 'Aspire to Drive' MOSAIC driver group (totalling 45% of the combined population).
- 'Aspire to Drive' residents' major barrier to car ownership is low income, and that they cannot afford to purchase and run the vehicle. As such there is a risk that they could move into one of the 'car dependent segments' (Care Free Car / Committed to Car) as their situation changes.

Strategy Option:

A preventative strategy to target the 'Aspire to Drive' MOSAIC group in the East of both boroughs to both reduce existing and future growth in levels of car usage. Key messages are to highlight the accessibility and choice offered by other modes, health benefits of walking and cycling, and the high cost of car ownership and use. Car clubs should be encouraged as a more accessible and cheaper method of car use.

Revised Summary of Strategies

Objective	Strategy option	Target Market Population
	1. Heighten awareness of risks of road danger amongst 11-15 year olds in the East of both boroughs	30,981 residents <i>(6.3% of combined population)</i>
	2. Target 16-24 year old males to reduce risk taking behaviours, especially speeding	c.29,000 residents <i>(5.9% of combined population)</i>
	3. Walk and cycle for pleasure, entertainment and leisure trips (linking to Cycle Hubs strategy)	112,258 trips <i>(c.50% of all intra-borough car trips)</i>
	4. Encourage 'Environmentally Aware' and 'Car Free Lifestyle' residents in the Southwest of both boroughs to cycle and target the 'Environmentally Aware' group with immediate behaviour change measures and long term lifestyle changes to reduce congestion and improve air quality	120,000 residents <i>(23% of combined population)</i> 85,000 residents <i>(16% of combined population)</i>
	5. Campaign to target 'Care Free Car', 'Dissatisfied Driver' and Committed to Car' residents in the East of Enfield with convenient behaviour changes and also long term lifestyle changes including goods vehicle package of measures	158,000 Enfield residents <i>(54% of Enfield's population)</i>
	6. Increase cycling amongst women	c.275,000 residents <i>(52% of combined population)</i>
	7. Encourage 'Aspire to Drive' residents in the East to trial cycling and engage them in a preventative car use strategy to reduce the future demand for private car usage.	237,000 residents <i>(45% of combined population)</i>

Project Selection

- *Following the identification of strategy options a joint brainstorming session was held to identify a long list of potential projects*
- *These projects were assessed based on their:*
 - *Match to shared objectives*
 - *Contribution to strategy options*
 - *Potential reach*
 - *Indicative costs*
- *Those projects with the greatest contribution to our evidence led strategy work were then selected to form the baseline programme*
- *This draft programme is listed on the next slide, although further refinement and additions will take place as delivery scoping gets underway*

Baseline Programme

Ranking of scheme	Project Category	Objectives	Strategies (revised list)	Potential Reach	Indicative Costs	Cost (£)	Lead Officer
1	New 'smarter travel' website (linked to Haringey.gov.uk)	1,2,3	1,2,3,4,5,6,7	H	L	5,000	Malcolm Smith
2	Marketing campaign (using free advertising space to geographically targetted areas in both boroughs).	1,2,3	3,4,5,6,7	H	L/M	70,000	Lee Parker
3	Neighbourhood Champions / ambassadors (e.g. Head masters, doctors, faith groups, mother & toddlers groups, youth workers, Sportsmen/women, DJ's etc). Case studies.	2	3,4,5,6,7	H	L	5,000	Lee Parker
4	Cycle parking - review and installation (for community groups who support the programme - residential, business, schools, off-street).	2	3,4,6,7	H	L	23,000	Danny Gayle
5	Car club bays (SW (phase 1) and East (stage 2))	3	4,5,7	H	M	TBC	Malcolm Smith
6	Car club promotional campaign with operator (eg promotion offer for new members)	3	4,5,7	H	L	TBC	Lee Parker
7	Launch event (Identify suitable community event eg Skyrise)	2	3,4,6,7	H	L	20,000	Lee Parker
8	Greenways (Supporting measures eg led rides, training, roadshow)	2	3,4,6,7	H	L	25,000	Lee Parker
9	Cycle Superhighways promotion package (work with TfL supporting measures programme)	2	3,4,6,7	H	L	TBC	Lee Parker
10	New cycle hubs (e.g. Wood Green) including door to door promotion, community led projects	2	3,4,6,7	H	M	TBC	Lee Parker
11	Town centres and retail areas - direct promotional activities - roadshow	2,3	4,5,6,7	H	M	50,000	Charlotte May
12	School - Modeshift: implementation of a package of measures (e.g. Theatre in Education, WoW) in east of both boroughs incl. hard to engage schools	1,2	4,5,7	H	M	50,000	Malcolm Smith
13	School - Road Safety: implementation of a package of measures (eg Theatre in Education, Upgrade transition packs, Road Safety Education) in east of both boroughs incl. hard to engage schools	3	1	H	M	50,000	Malcolm Smith
14	Festivals/Roadshow (choice of content to suit relevant audience)	1,2,3	1,2,3,4,5,6,7	H	M	40,000	Lee Parker
15	Walk and cycle reward (incentives to travel sustainably for retail, leisure, recreation and entertainment trips)	2,3	3,4	H	M	40,000	Lee Parker
16	Safe Drive/Stay Alive	1	2	M	M	20,000	Malcolm Smith
17	Promotion of electric vehicles/vans - East of the borough (scoping study)	3	5	M	M	20,000	Chris Roberts Wray
	Staff Resources					83,000	
	Sub Total					501,000	
	Plus other supporting projects e.g.:						
	Workplace Travel Planning					25,000	Charlotte May
	Cycle Training					100,000	Malcolm Smith
	Accessibility (Community Transport)					40,000	Malcolm Smith

Summary and Next Steps

- *The Strategies provides the overall direction for the programme.*
- *A range of interventions have been set out to form the core programme. These will be supplemented by other existing schemes and Biking Borough initiatives. Costs and Project leads will be assigned.*
- *A Steering Group will be established to monitor progress and maintain momentum.*
- *The delivery team will be appointed in the coming weeks.*
- *A brand and a set of creatives will be produced by August 2011 to be used throughout the programme and with associated projects.*
- *A launch will be held in September 2011.*
- *Bi-monthly progress reports will be produced.*