

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 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.

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 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 table below summarises the proposals 2011 -2014.

Transport Programme	2011/12 £k	2012/13 £k	2013/14 £k
<i>Corridors/Neighbourhoods</i>			
Green Lanes corridor, Harringay and St Ann's Neighbourhood – urban realm, accessibility, road safety, bus priority, cycle and pedestrian measures	150	595	500
Tottenham gyratory complementary measures – accessibility, cycle and pedestrian measures and Town Hall Approach Road enhancements	60	300	300
Wood Green High Road from north of station to borough boundary – entry treatments, accessibility measures, cycle lane	100	0	0
Seven Sisters Neighbourhood – accessibility improvements, road safety, traffic calming	100	0	0
North Tottenham Neighbourhood – accessibility improvements, road safety, pedestrians, cycling enhancements	0	0	200
Local safety schemes – measures to reduce road user casualties	200	200	200
DIY streets – low cost home zone treatment			
Langham Road area, N15	400	0	0
Hornsey area, N8	75	225	100
Noel Park estate, N22	0	90	220
Local cycle routes – Greenways/London Cycle Network	400	100	0
Biking Borough – cycle hub in Wood Green, marketing and promotional measures, community schemes	156	147	147
Cycle training	100	100	110
Car club expansion	30	20	0
Electric charging points	30	30	30
Cycle parking	23	21	21
<i>Sub total</i>	1824	1828	1828
<i>Smarter Travel</i>			
Behavioural change measures	25	25	25
School travel planning	308	328	308
Road safety education, training and publicity	85	85	85
Workplace travel planning	25	25	25
Travel awareness programme	50	30	50
Accessibility improvements - Wood Green shopmobility	40	40	40

<i>Sub total</i>	533	533	533
Local transport projects – carbon reduction schemes, community projects	100	100	100
<i>Maintenance</i>			
Principal roads	472	472	472
Bridges including Wightman Road bridge	337	1,729	395
<i>Sub total</i>	809	2,201	867
Major scheme – Wood Green town centre	100	1,400	1,400
Overall total	3,366	6,062	4,728

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

Mandatory indicators

Indicator	Core target/indicator
Mode share	Proportion of travel by means other than the car from 69% [2006-2009] to 72% by 2013/14 and 75% by 2021
	Proportion of travel by walking from 31% [2006-2009] to 33% by 2013/14 and to 35% by 2021
	Proportion of travel by cycling from 2% [2006-2009] to 3% by 2013/14 and to 4% by 2021
Bus service reliability	Excess wait time for high frequency services from 1.2 [2008/10] to 1.1 by 2013/14
Asset condition	Reduce the proportion of principal road network with UKPMS score >70 from 7% in 2009/10 to 7% by 2013/14 and to 6% by 2021
Road traffic casualties	Reduce the number of people killed and seriously injured from 100 [2004/8 base] to 80 [20% reduction] by 2013/14 and to 60 [40% reduction] by 2021
	Reduce the number of people injured from 844 [2004/8 base] to 675 [20% reduction] by 2013/14 and to 506 [40% reduction] by 2021
CO ₂ emissions	Tonnes of CO ₂ emanating from ground based transport per year from 164 kilo tonnes per year in 2008 with 20% reduction by 2013/14 [131 kilo tonnes] and 40% reduction by 2020

Local Indicators

Mode share	Proportion of children travelling by car [NI198] for 2009/10 to 2013/14 for Primary schools from 19.4% to 17.5% and Secondary schools from 5.4% to 4.9%
Bus service reliability	Bus journey times for Green Lanes between St Ann's Road and Endymion Road
	Bus journey times for Wood Green High Road between Wood Green tube and Turnpike Lane tube
Asset condition	Condition of unclassified roads
Road traffic casualties	Reduce the number of children killed and seriously injured [NI48] from 2004/8 baseline of 13 to 10 [20% reduction] by 2013/14
CO ₂ emissions	Number of car clubs and bays in the Borough [LDF indicator]
	Number of school pupils undertaking cycle training [LDF indicator]
Accessibility	Access to services and facilities by public transport [NI175] for primary and secondary schools and food shopping: Primary schools – 67% of zones with ATOS score of A or B for 2010/11 and 2011/12 Secondary schools – 89% of zones with ATOS score of A or B for 2010/11 and 90% for 2011/12 Food shopping – 51% of zones with ATOS score of A or B for 2010/11 and 2011/12
	Number of accessible [DDA compliant] bus stops

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.