

3.0 Delivery Plan

3.1 Introduction

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

- Section 3.2 details the LIP funding prioritisation process for allocating transport scheme through the neighbourhoods, corridors and smarter travel programmes.
- Section 3.3 details the content of the Delivery Plan, sets out the high level 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.

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

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

TfL allocate LIP funding for all categories except Major Schemes through a needs based formula and have provided Haringey with details of our 3 year funding allocation for 2011 to 2014, as shown in Table 3.1.

TfL have indicated there will be a maximum of £472,000 per year between 2011-2014 for Principal Road maintenance. Bridges funding is based on assessment and is not included in the TfL indicative allocation. Major schemes funding is through a three stage bidding process.

TfL LIP funding guidance provides the Council with the option of switching up to 20% of funds from one transport area to another. It is proposed £216,000 (12.5%) of the Corridors and Neighbourhoods budget is transferred to the Smart Travel programme, as the Council consider behavioural change offers the greatest scope for reducing the impact of motor traffic and encouraging sustainable transport. This 12.5% transfer of funding is reflected in Table 3.1

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

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

3.2.1 Identification of Corridors / Neighbourhoods and Smarter travel programme

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

Identification of corridors are based on the A road network in the borough excluding TLRN routes as these roads are likely to present the greatest problems in terms of congestion and traffic flow. Other roads such as B roads are addressed through Neighbourhood funding. Appendix 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 local NHS trust will be undertaken to support Health Checks being carried out for all 40 – 74 year old people in Haringey. This will target those people who have expressed an

interest in physical activity to improve their health. Behavioural change programmes will complement the physical measures planned as part of the Biking Borough strategy. Measures planned include marketing and promotional campaigns and cycling specific personalised travel planning.

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

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

3.3 Delivery Programme

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

In accordance with LIP development guidance, the delivery programme of interventions is presented under the 4 TfL funding programme categories; Corridors and Neighbourhoods, Major Schemes, Smart Travel, and Maintenance.

Table 3.2 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 3.2: Haringey's Proposed Programme of Investment

Programme areas		Funding source	Funding (£,000s)				MTS goals					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	595	500	1,245	✓	✓	✓	✓	✓	1, 2, 3, 4, 5, 6, 7, 9
	Tottenham gyratory complementary measures [Tottenham Hale neighbourhood + Tottenham Green neighbourhood inc. Town Hall Approach Rd/Tottenham Green].	LIP allocation	60	300	300	660	✓	✓	✓	✓	✓	1, 2, 3, 5, 9
	Wood Green High Road from north of station to borough boundary [completion of 2010/11 scheme]	LIP allocation	100	0	0	100	✓	✓	✓	✓	✓	1, 2, 3, 5, 6, 7, 8, 9
	Seven Sisters Neighbourhood	LIP allocation	100	0	0	100	✓	✓	✓	✓	✓	1, 2, 3, 4, 6, 7, 9
	North Tottenham neighbourhood [linked to proposed Spurs development]	LIP allocation	0	0	200	200	✓	✓	✓	✓	✓	1, 2, 3, 6, 7, 9
	Local safety scheme programme	LIP allocation	200	200	200	600		✓	✓			4
	DIY Streets - Langham Road area	LIP allocation	400	0	0	400			✓		✓	2, 3, 4, 6, 7, 9
	DIY Streets - Hornsey area	LIP allocation	75	225	100	400			✓		✓	2, 3, 4, 6, 7, 9
	DIY Streets - Noel Park Estate	LIP allocation	0	90	220	310			✓		✓	2, 3, 4, 6, 7, 9
	Greenways cycling & pedestrian routes	LIP allocation	100	0	0	100	✓	✓	✓	✓	✓	1, 2, 3, 5, 6, 7, 9
	Implementation of central section of Link 4 between Wood Vale and Alexandra Palace	LIP allocation	300	0	0	300	✓	✓	✓	✓	✓	1, 2, 3, 5, 6, 7, 9
	Link 78	LIP allocation	0	100	0	100	✓	✓	✓	✓	✓	1, 2, 3, 5, 6, 7, 9
	Biking Borough – Cycle hub in Wood Green	LIP allocation	156	147	147	450	✓	✓	✓	✓	✓	1, 2, 3, 5, 6, 7, 9
	Cycle training	LIP allocation	100	100	110	310			✓		✓	1, 2, 3, 4, 6, 7

	Car club expansion	LIP allocation	30	20	0	50		✓		✓	✓	1, 2, 6, 7
	Electric charging points	LIP allocation	30	30	30	90		✓			✓	2, 6, 7
	Cycle parking [estate and on street]	LIP allocation	23	21	21	65					✓	2, 3, 6, 7, 9
Smarter Travel	Behavioural change measures	LIP allocation	25	25	25	75		✓			✓	2, 3, 6, 7
	Two full time School Travel Plan advisor posts (£45k x 2)	LIP allocation	90	90	90	270		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	School Travel Plan Monitoring and Evaluation	LIP allocation	25	25	25	75		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	School Smarter Travel News Letter	LIP allocation	5	5	5	15		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	School Signs/Lines Replacement and Minor Works	LIP allocation	10	10	10	30		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	School Small Grants Scheme	LIP allocation	58	68	48	174		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	Walk to School Week – October and May	LIP allocation	5	5	5	15		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	School Walk on Wednesday	LIP allocation	25	25	25	75		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	School Transition Project – Upgrade	LIP allocation	35	35	35	105		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	School National Bike Week	LIP allocation	10	10	10	30		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	School Theatre in Education	LIP allocation	15	15	15	45		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	Targeted Schools	LIP allocation	30	40	40	110		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	Junior Citizens	LIP allocation	15	15	15	45		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	Motorcycle campaign	LIP allocation	15	0	0	15		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	Child pedestrians training	LIP allocation	45	45	45	135		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	ETP campaign support materials	LIP allocation	10	10	10	30		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	Future ETP projects	LIP allocation	0	15	15	30		✓	✓		✓	1, 2, 3, 4, 6, 7, 8
	Sub regional workplace travel planning	LIP allocation	25	25	25	75		✓	✓		✓	2, 3, 6, 7
	Travel awareness	LIP allocation	50	30	50	130		✓		✓	✓	1, 2, 3, 4, 6, 7
	Shopmobility/Accessibility scheme	LIP allocation	40	40	40	120		✓		✓		1

	Local transport projects	LIP allocation	100	100	100	300		✓			✓	2, 3, 6, 7
Integrated transport total			2,457	2,461	2,461	7,379						
Maintenance												
	Principal Road maintenance	LIP allocation	472	472	472	1,416	✓		✓			4, 9
	Bridges	LIP allocation	337	1,729	395	2,461	✓		✓			4, 9, 11
Maintenance total			809	2,201	867	3,877						
Major Schemes	Major Scheme - Wood Green High Road	LIP allocation	100	1,400	1,400	2,900	✓	✓	✓	✓	✓	2, 3, 5, 8, 9
	Other Major Scheme					0						
	Other Major Scheme					0						
Major Scheme total			100	1,400	1,400	2,900						

Key for LIP objectives numbers in table 3.2

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 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.	

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

3.3.1 Neighbourhoods & Corridors programme 2011-2014

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

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

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

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

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

The following measures are planned to be delivered:

- Removal of street clutter, including unnecessary road markings, signs, guard railing and bollards.
- Relocate and merge functions, such as locating signage on lamp columns.
- Improve walking and cycle accessibility, and secure cycle parking to and from town centres and the public transport network.
- Improved layout and design of the streets, reducing carriageway width for provision of more generous pavement space for pedestrians.
- Improve bus service frequency and 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.
- Introduce Legible London standards of pedestrian information.
- Expansion of local car club vehicles and electric vehicle charging points

- Incorporation of freight and service delivery travel plans

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

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

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

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

- More walkable
- Better connected
- Improved public transport experience
- Stronger identity and sense of arrival
- Reduction in the negative impact of vehicular traffic

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

3.3.4 Tottenham Hale Gyratory Scheme complementary measures

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

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

The estimated cost of the scheme is £35.5m. Funding for the scheme has been secured from a number of sources including TfL, London Development Agency, and the Growth Area Fund allocations. The Tottenham Gyratory works and new bus station are estimated to cost £16.5m. Funding for these two aspects of the project have been secured from

TfL, who will carry out the works. It is intended that the design and consultation phase will commence in the financial year 2011/12, with implementation expected to take place during 2012/13 to 2013/14.

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

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

3.3.5 Seven Sisters corridor and neighbourhood

In 2012/13 Seven Sisters neighbourhood will be prioritised for scheme implementation, incorporating the Better Streets 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.

3.3.6 North Tottenham corridor and neighbourhood

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

3.3.7 Local safety scheme programme

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 will assist in target setting for reductions in road user casualties over the period to 2020.

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

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

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

3.3.8 DIY streets/20mph zones

3.3.8.1 Langham Road, Turnpike Lane area

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

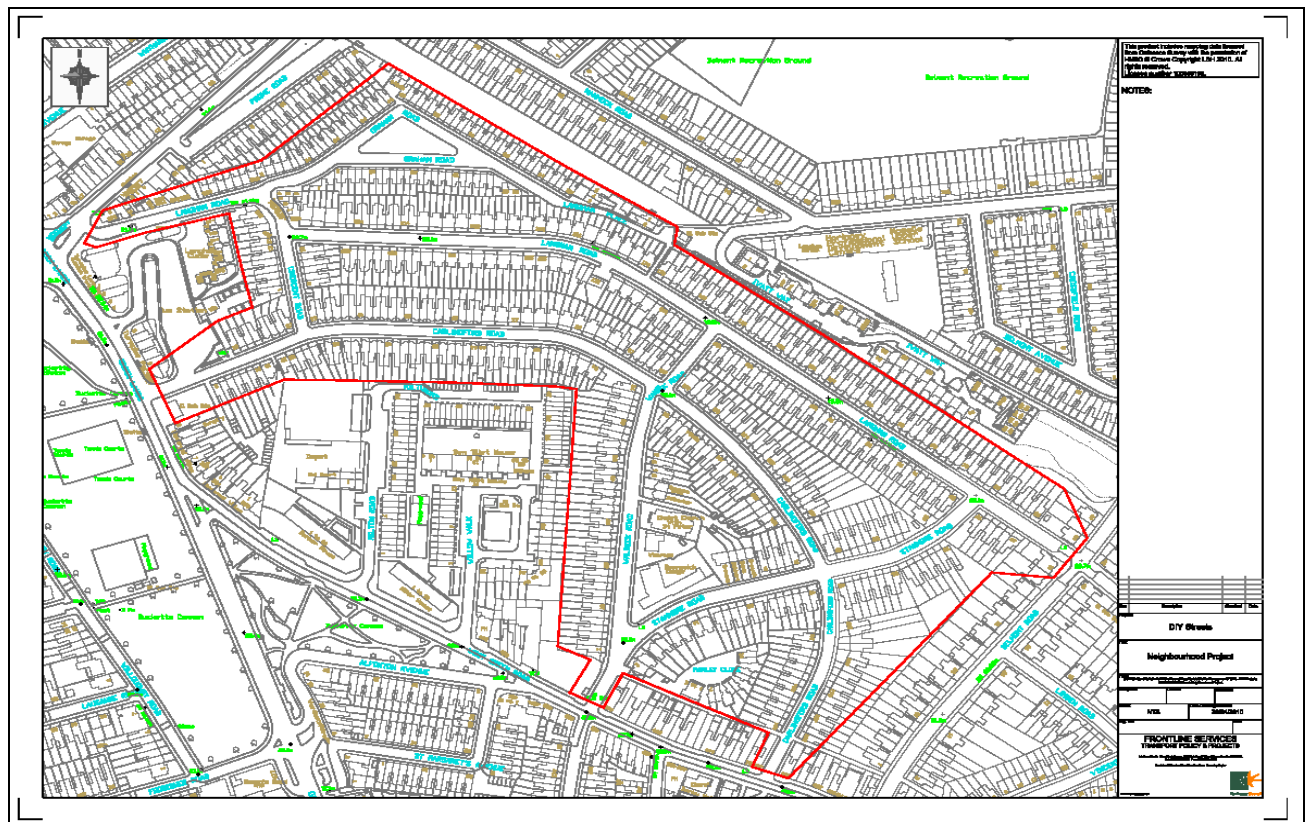
The project commenced in 2010, with design and community involvement led by Sustrans. Final design and implementation will be completed by the Council during 2011/12 at an approximate total cost of £400,000.

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

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

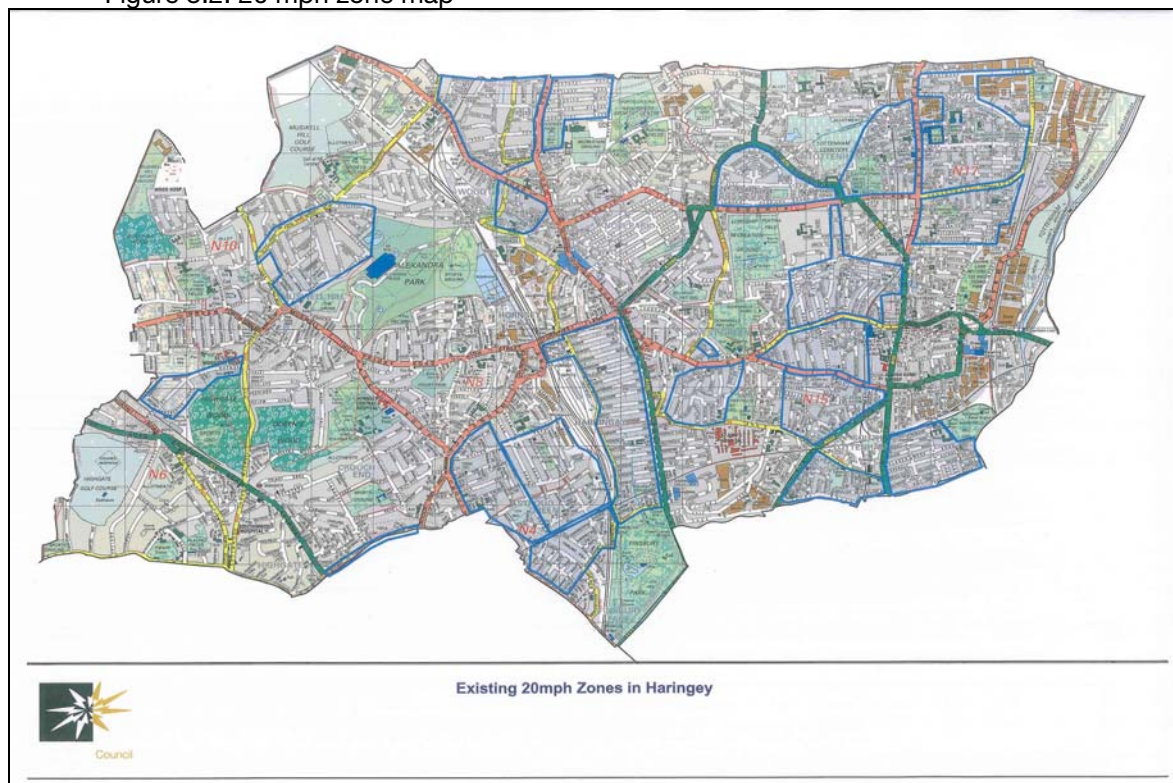
Evidence shows that 20mph zones are effective in reducing road collision casualties. A recent Transport for London study found that 20mph zones in London reduced killed and seriously injured casualties by 57% and the frequency of injury collisions by 42%.

Figure 3.1 Langham Road DIY Streets boundary



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

Figure 3.2: 20 mph zone map



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

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

3.3.9 Haringey Biking Borough strategy

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

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

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

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

3.3.9.1 Cycling hubs

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

Potential Cycling Hubs could also be development in:

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

3.3.9.2 Infrastructure Measures

It is envisaged that the Cycling Hubs will feature 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 a managed secure parking facility at a key node, such as a public transport interchange, which will offer secure parking, bike maintenance, hire etc.
- Investigate feasibility and potential demand for introducing the London cycle hire scheme in the hub.
- Cycle parking grant for public amenities – provision of cycle parking grant system to support installation of cycle parking at public facilities (such as sports clubs, community centres, GPs surgeries etc.)
- Trial on-street residential cycle parking in one area (housing area with limited storage facilities).
- These infrastructure measures will be supported by an intensive promotional and marketing campaign in the Hub Area.

3.3.9.3 Borough-wide Measures

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

- **Network development** - incorporating LCN, greenways and superhighways, as well as more localised links; identify gaps in this network and measures to resolve them, funded in conjunction with a broader transport scheme or in association with new development. Further details regarding the development of the LCN and Greenways routes and linkages to the cycling Superhighways are contained 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**

3.3.9.4 Marketing and promotional measures to encourage cycling

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

3.3.9.5 Integrating cycling provision

The Council will investigate opportunities to:

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

3.3.9.6 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

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

A coordinated approach to monitor cycling in Haringey 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

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

3.3.9.7 LCN and Greenways route development

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

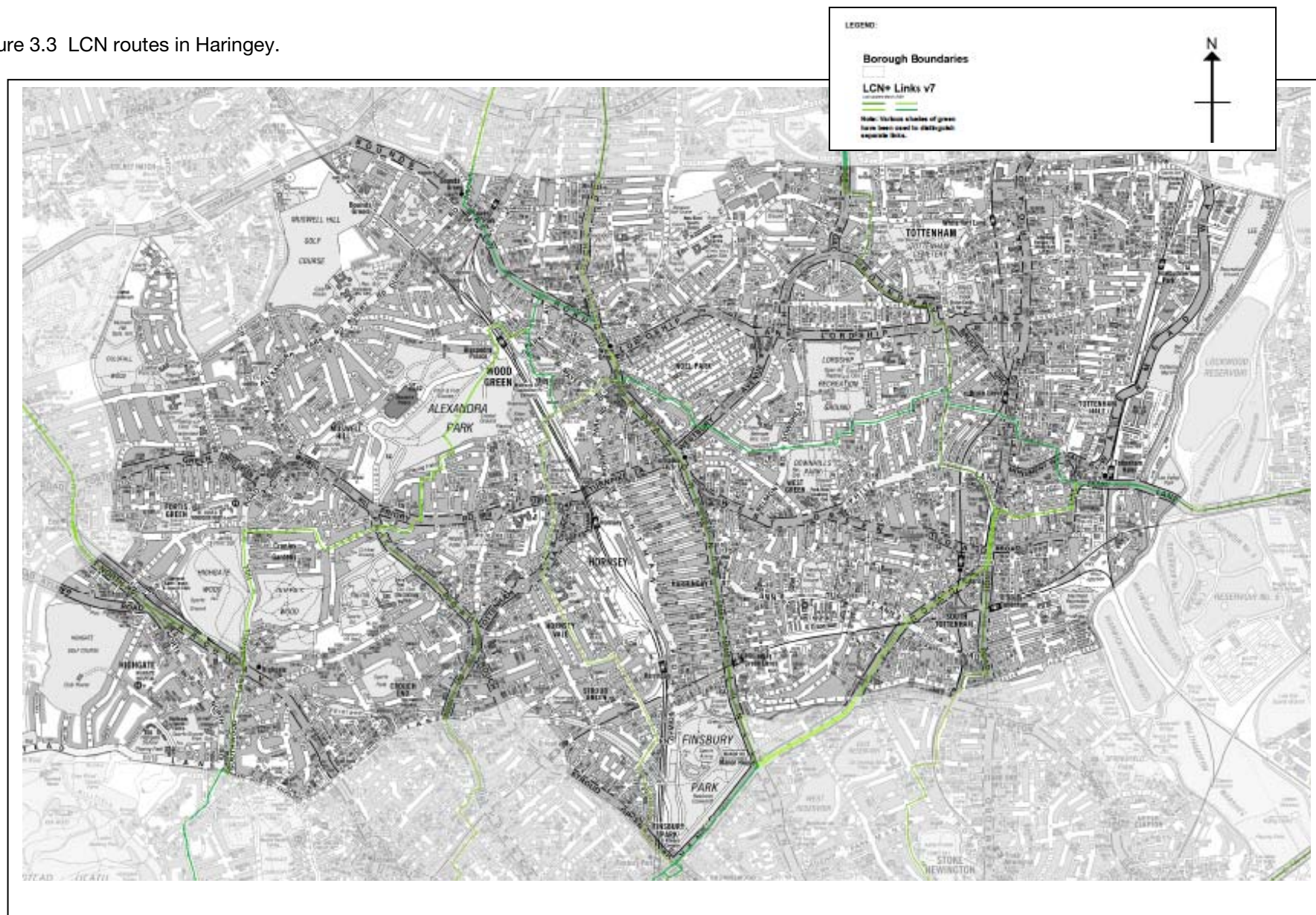
Figure 3.3 details the LCN routes in Haringey.

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

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

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

Figure 3.3 LCN routes in Haringey.



3.3.9.8

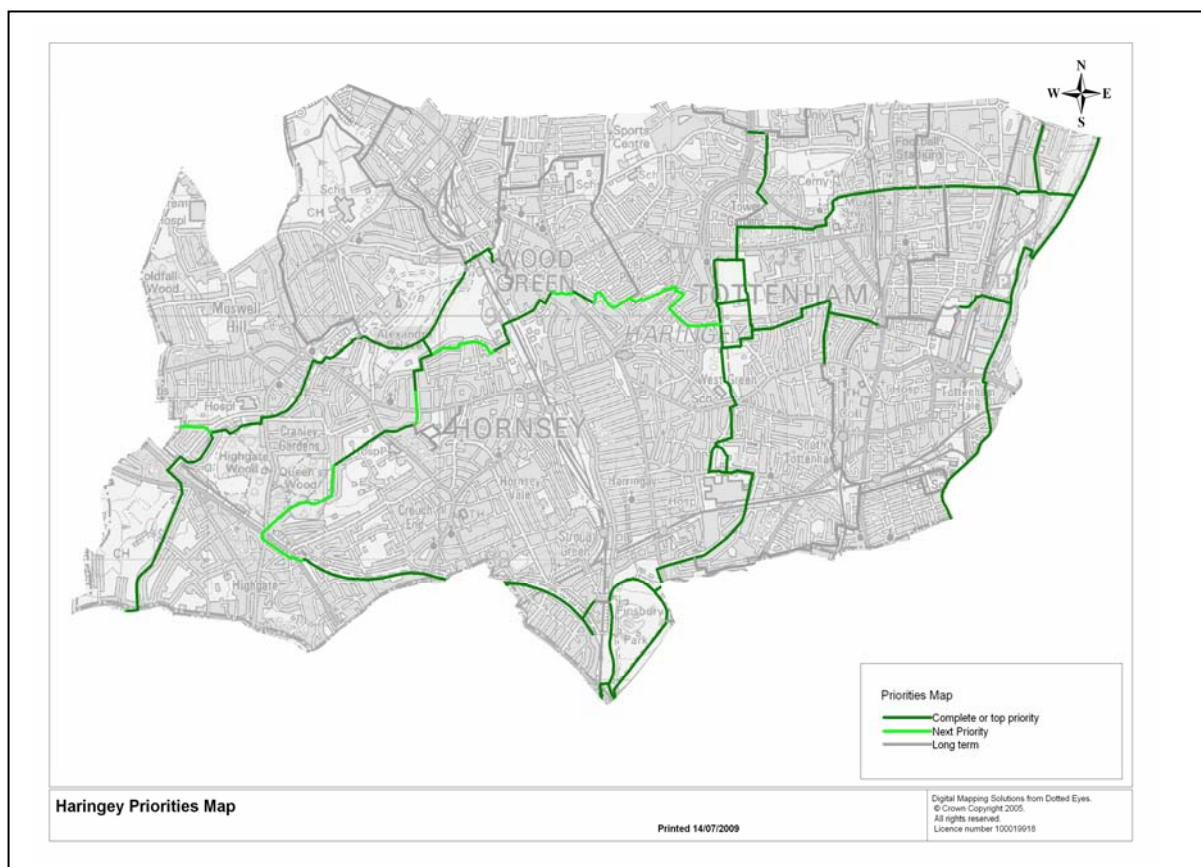
Greenways

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

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

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

Figure 3.4. Greenways route and priorities for completion.



3.3.9.9

Greenways priorities 2011/12 – 2012/13:

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

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

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

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

3.3.9.10 Cycle Superhighway

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

The aim of the cycling superhighways is to improve cycling conditions for regular 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 planned, running from East Finchley to Angel, via Muswell Hill and Highgate and on to the Archway Road which is scheduled to be completed in October 2012 and from Tottenham High Street (via South Tottenham) to Liverpool Street which is scheduled to be completed during 2014/15.

3.3.9.11 London cycle hire scheme

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

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

3.3.9.12 Cycle training programme

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

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

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

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

3.3.9.13 Bicycle Maintenance Sessions

To 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.

3.3.9.14 Cycle parking programme

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

- 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.
- Secure cycle parking on housing estates.

3.3.10 Controlled parking zones (CPZs)

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

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

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

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

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

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

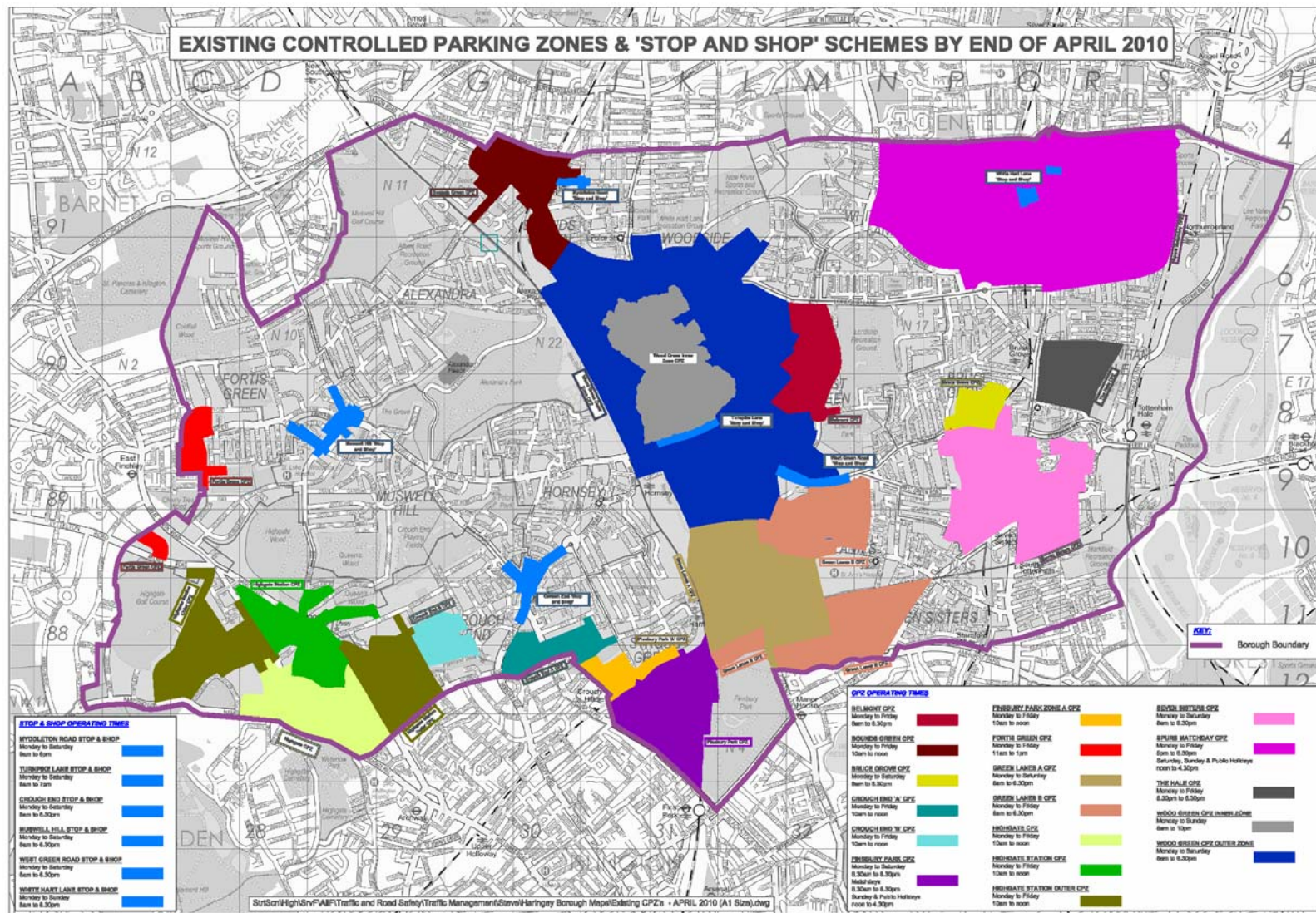
Table 3.2 CPZ programme for 2011-2014

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

The Council are currently 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



3.3.11 Electric vehicle charging infrastructure

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

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

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

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

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

3.3.12 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 the next 3 years. During 2010/11, £5.5 million of this funding will be used to support the implementation of electric vehicle infrastructure in car parks, major supermarkets, leisure and retail centres, as well as on the street across London, including Haringey.

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

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

3.3.14 Car club scheme

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

The Council considers increasing resident and business access to car club vehicles is an important policy for encouraging sustainable car usage. Using a car club vehicle is a step towards easing local parking problems reducing pollution and carbon dioxide emissions. Surveys of Streetcar members 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.
- Each car club vehicle is estimated to result in 23 private cars being taken off the road. In Haringey, the car club vehicles currently in operation have resulted in over 800 private cars have been taken off Haringey's streets as a good proportion of members usually sell their own cars to join the scheme (CarPlus survey, 2009).
- Haringey's streetcar members are driving on average 68% less than before they joined the scheme and are using public transport 40% more (Streetcars membership survey, 2009).

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. As of the summer of 2010, Haringey streetcar members have access to 75 cars and vans in 55 locations across the borough, see figure 3.11.

Figure 3.11. Car club locations in Haringey

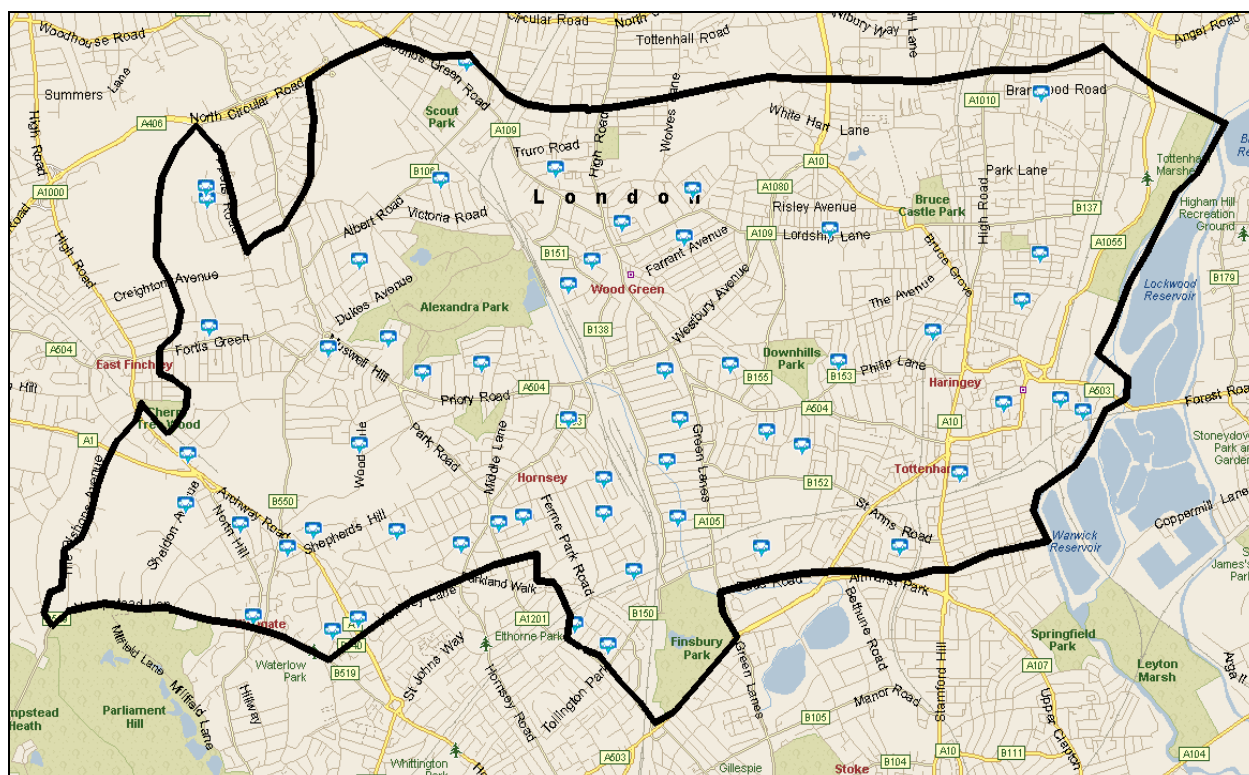
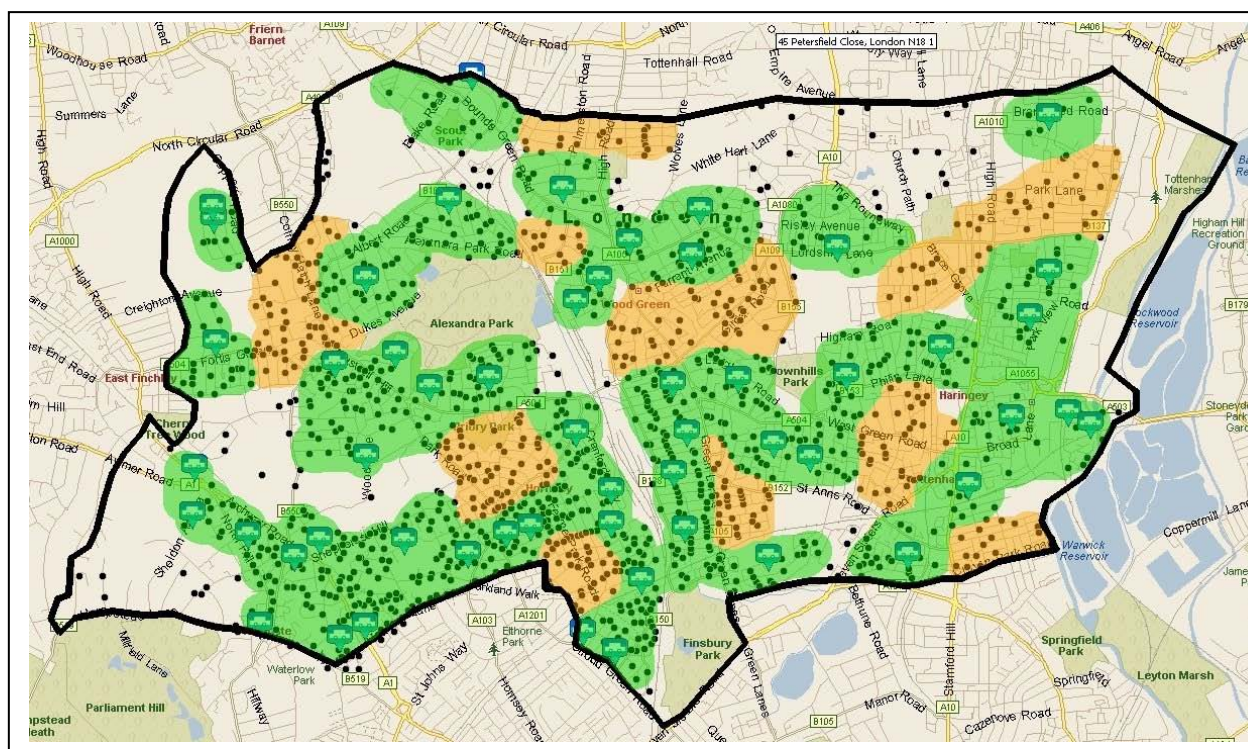


Figure 3.12, below shows the current spread of membership across Haringey and the location of existing car club vehicles. The areas shaded in orange show where there are high numbers of Zipcar members where there is currently no existing car club vehicle close by. It is within these areas where new car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

The Mosaic driver profile map for Haringey, (see Figure 2.5, 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 3.12. 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.

3.3.15 Improved car club access for mobility impaired drivers.

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

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

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

3.3.16 Supporting Haringey's Air Quality Action Plan

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

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.

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.

3.3.17 Street tree planting

Planting street trees bring numerous beneficial properties including the ability to filter out particular matter and absorb CO2 and other vehicle 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.

An application has been submitted for £45,000 additional Street Tree Grant funding in 2010/11.

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

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

3.3.18 Developing the potential for water based transport.

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

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

3.3.19 Smarter Travel – Influencing travel behaviour

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.

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

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

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

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

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

- Preliminary research to identify travel behaviours
- Establish clear objectives (i.e. modal shift, increasing walking, reduce car usage etc)
- Partnership working (including NHS Haringey, Schools, Sport England, Haringey Cycling campaign etc)

- Developed a balanced programme of initiatives (for walking, cycling, sustainable car usage etc)
- Targeting of interventions at those most likely to change travel behaviour (using Mosaic research)
- Initiatives delivered within a branded programme which is recognisable to local residents (based on TfL smart travel guidance)

3.3.20 School Travel Planning

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

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 figure 3.13, the largest proportion of this modal shift has come from the independent sector.

Figure 3.13

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

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

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

- Targeting schools with the highest modal share for car trips. Independent schools are responsible for the largest number of car trips within the borough. The car has a large mode share (35.90%), whilst cycling makes up just 0.40% of journeys. Independent schools usually have much larger catchments than state schools, as a result reducing the potential for the use of sustainable transport. In addition to 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.

3.3.21 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.

3.3.22 Journey to school, perception of safety

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

3.3.23 Using Public Transport

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

3.3.24 Post 16 travel

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

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

3.3.25 Work in Haringey Schools

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

- **WoW (Walk Once a Week)** – Under the scheme Badges are given to pupils as an incentive to walk to school. Figures from 2008 to 2009 indicated that 21,000 walking journeys were made under the scheme. Over 50 primary schools are currently taking

part in the scheme. Schools that participated in WoW showed an overall decrease of 4% in car journeys between 2008 and 2010.

- **Upgrade** - A scheme from Transport for London aimed at year 6 pupils designed their transition between primary and secondary school. Pupils receive a pack containing a magazine, maps with local secondary schools and tips on safe independent travel. Parents also receive an additional booklet with information on independent travel.
- **Go Bike** - Pupils are encouraged to cycle to school and are rewarded by completing a set of levels. Rewards range from a pen and pencil to entry into a prize draw for a free bike.
- **The Wheely Great Treasure Trail** - A cycling event held during National Bike Week in various public parks in the borough. Schools are divided into teams of 8 and follow a trail leading to an ultimate prize of a £500 voucher to purchase Pool bikes for the school. The event has run for two years consecutively and with over 100 pupils taking part
- **Busology** – A music project to encourage secondary pupils to promote good behaviour on buses. Haringey has 15 secondary schools and behaviour on buses has been identified by the Safer Transport Team (Met Police) as a problem in certain areas of the borough. 60% of pupils from Park View Academy highlighted feeling unsafe travelling to school by bus. These issues were combined to produce a music video with pupils at the same school. Over 54% of pupils currently use the bus to get to secondary school in Haringey.
- **Pool Bikes** – To encourage the use of sustainable transport we have allocated over 1060 spaces of cycle parking and over 1000 pool bikes with allocated funding from Transport for London.

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

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

Valid School Travel Plans

In line with guidance from Transport for London's School Travel Team, Haringey will consider School Travel Plans to be "valid" only if they are current and relevant. To be considered valid a review of the plan must be provided annually and the School Travel Plan itself must be updated, with school community consultation undertaken, every three years. Only School Travel Plans which are valid will be eligible for funding in recognition of the importance of plans as living documents that allow schools to see and report on the changes they are making. The School Travel Team will support all Haringey schools with the review processes.

3.3.26

Child Pedestrian Trainer

Key stage one – (5-7 year olds)

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

Benefits of scheme:-

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

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

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

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

3.3.28 Promotion of National and International Walk to School weeks

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

3.3.29 Borough wide Powered Two Wheeler safety campaign

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

3.3.30 Road Safety Awareness Project in partnership with PHASCA

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

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

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

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

Haringey Council will continue to encourage local businesses, LSP partners and other large employers (including hospitals) to develop and maintain travel plans. The Council will allocate 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 two neighbouring boroughs. Through this post, the Council will continue to provide advice and assistance for developing travel plans required as a condition of planning consent.

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

The Council will also consider the provision of Smarter travel LIP funding to match fund or contribute to the cost of implementing measures identified within an approved workplace 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.

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

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

The 4 main elements of the travel plan are:

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

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

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

3.3.33 Travel awareness initiatives

The Council will continue to organise and support a number of annual events to promote travel awareness and encourage sustainable travel behaviour through promoting the

benefits of walking, cycling, using the public transport network and sustainable car usage.

LIP smarter travel funding will be allocated to support car free festival 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.

3.3.34 Partnership initiatives within Haringey Council & NHS Haringey

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

- **Active lifestyles programme in Schools.** Involves the distribution of pedometers and an associated walking programme to the least active children. Schools are chosen in liaison with the Healthy Schools programme. This is being lead by the Walk, Jog and Cycle officer.
- **Active For Life**
This is a partnership between NHS Haringey and Haringey Council's Sport and Leisure Services. It is a programme designed to help inactive people to become more physically active. Eligibility is linked to any of the following conditions:

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

3.3.35 Shopmobility scheme

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

3.3.36 Local transport projects

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

3.3.37 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.

3.3.38 Haringey Low Carbon Zone

The Low Carbon Zone is piloting a number of approaches to reduce carbon emissions. Those relating to transport include, a Personal Carbon Trading Scheme offering financial incentives for carbon savings achieved by residents, Cyclehoops cycle parking which is designed to reduce street clutter, a joint school travel plan bringing together a number of schools in the area, promotion of sustainable transport measures working with residents and environmental audits for businesses. Figure 3.14 summarises these measures and estimated CO₂ savings. A succession plan for the future delivering of the Low Carbon Zone, beyond 2012 will be developed in late 2011. Total CO₂ emissions from the domestic sector are estimated to be 1330 tonnes per annum.

Figure 3.14: Estimated CO₂ savings

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

3.3.39 Maintenance programme

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

3.3.40 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.

3.3.41 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.

3.3.42 Principal road maintenance:

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

3.3.43 Non principal roads:

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

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

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

3.3.44 Footways :

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

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

3.3.45 Highway Bridges and Structures:

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

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

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

3.3.46 Rail / Underground improvements

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

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

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

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

3.3.47 Bus network enhancements – including orbital bus network.

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

frequencies, journey times and reliability on the Borough's increasingly crowded bus network.

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

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