

## THE NORTH LONDON PARTNERSHIP

North London's sub-regional partnership brings together the boroughs of Barnet, Enfield, Haringey and Waltham Forest to work on key cross boundary issues related to transport in North London. The partnership plays a valuable role in identifying areas for joint action and securing strategic agreement between the Boroughs. Under the auspices of the North London Strategic Alliance, the North London Transport Forum is the instrument through which the sub-regional elements of the Mayor's Transport Strategy are being delivered.

North London already has a population of over 1 million people - greater than the city of Birmingham. This is projected to grow by 160,000, or 15%, by 2016 which will have a direct impact on the transport infrastructure in the sub-region. The sub-region provides the link between central London and three of the Government's growth areas: the London-Stansted-Cambridge Corridor and the Milton Keynes – South Midlands Growth Area to the north and Thames Gateway to the east. Access to and from these growth areas is vital if north London is to successfully support the predicted growth in population.

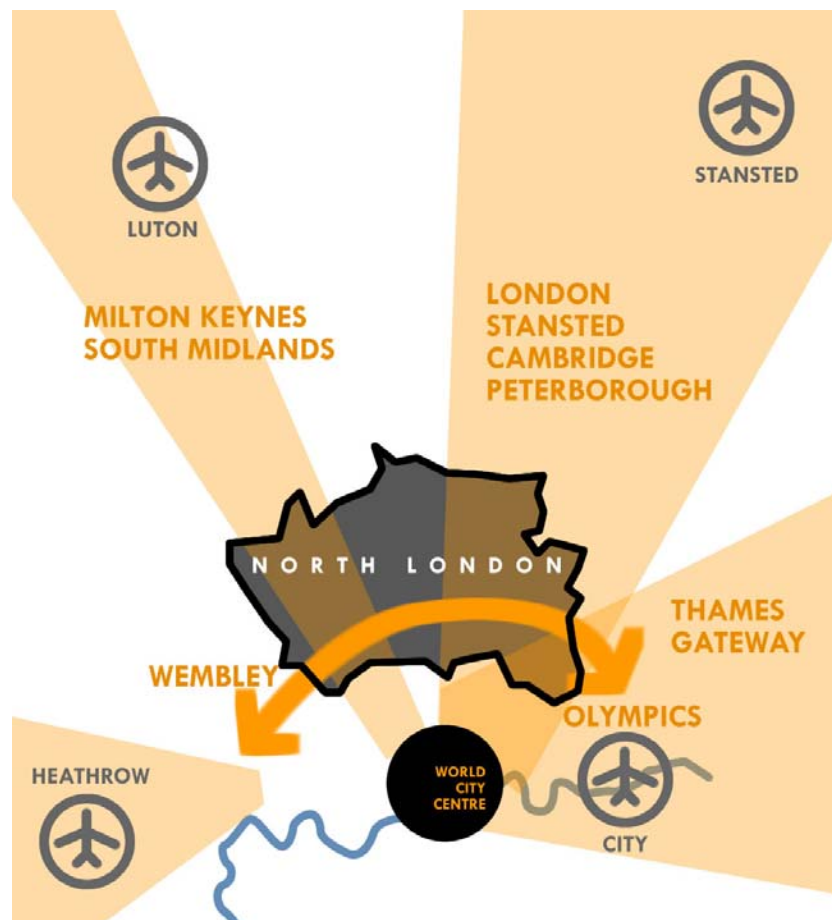
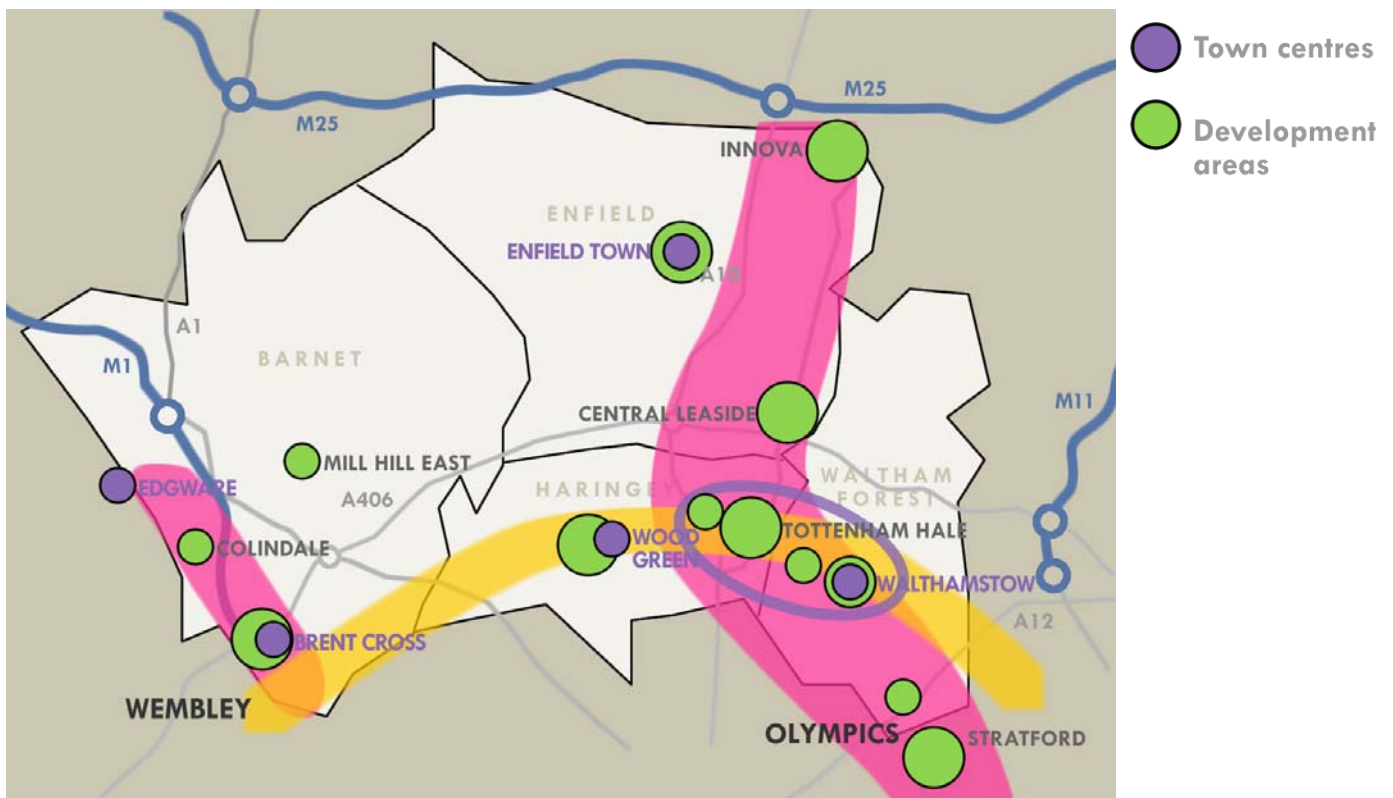


Figure 1: Strategic context

In addition to population growth there will be new business developments in north London, concentrated in the Lee Valley, and leisure and tourism facilities developed to support the London 2012 Olympics. There will also be large scale developments at key sites including Brent Cross / Cricklewood.

Significant capacity issues already exist on the key radial and orbital routes that run through the sub-region. In common with the rest of London, to support the development of the sub-region, a programme of significant investment in vital infrastructure and public services is needed. Rising to this challenge will require us to adopt innovative solutions and work closely with partners from across the public and private sectors.



**Figure 2: Plan of significant development sites and town centres in North London**

There will be a need to seek to mitigate the impact of further traffic growth and manage the negative impacts of congestion. The sub-region must be able to manage existing and additional travel demand and make the most efficient use of the sub-region's existing infrastructure and resources, and seek transport investment and improvements. A reliable, sustainable, affordable and integrated transport system is fundamental to improving quality of life, social inclusion and the economy in north London.

Key transport-related issues in north London are:

- Rail and underground services focus on radial movements and there is competition between the needs of people inside and outside the London boundary.
- The lack of good quality, efficient orbital public transport, which results in increased car dependence.
- Traffic Congestion, particularly on the A406, and its impacts on the environment, business efficiency, health and quality of life.
- Most journeys on the North Circular Road start and end within north London so a high proportion of congestion is produced within the sub-region.
- Poor accessibility to the sub-regions opportunity areas, especially along the Lee Valley, means that the area is not currently maximising its potential.
- Accessibility to employment areas.
- Poor air quality. It is notable that a further increase for CO<sub>2</sub> is projected; road traffic accounts for 65% of CO<sub>2</sub>, while only 20% for other pollutants. However, for most air pollutants a decrease is projected for 2005 due to the implementation of the National Air Quality Strategy.
- The car dominates mobility of North London's residents.

The sub region, working through the North London Strategic Alliance, supports improvements in transport in North London by working to:

- In conjunction with TfL, develop an action plan for the A406 North Circular Road that addresses the need for effective orbital transport in North London.
- Secure major rail investment in North London, drawing together the key stakeholders both within and beyond the sub region.
- Use opportunities provided by major development sites to improve the sub-regions transport infrastructure.
- Work with TfL to improve bus services in the sub-region so that they serve local needs and promote modal shift.
- Develop integrated transport hubs across the sub-region.
- Reduce traffic congestion by working across Borough boundaries.
- Identify and implement measures to assist freight access to the regeneration areas of North London.
- Co-ordinate parking activities in North London.

To deliver these aims a range of north London partnership schemes - which are high profile, cross boundary and sub-regional projects - have been developed to:

- Enhance perceptions of the North London region
- Improve accessibility to the Opportunity Areas, especially the Upper Lee Valley
- Reduce congestion and strengthen Town Centres in north London
- Address issues around access to stations
- Encourage more people to walk and cycle

- Complement TfL schemes and projects
- Make more effective use of existing infrastructure and resources
- In particular improve orbital transport options

All of the partnership schemes and projects have:

- Economies of scale in delivery
- A strong cross borough boundary component
- Sub-regional importance or impact

With all schemes and projects being of sub-regional importance they have not been ranked in priority order, rather they have assessed in terms of strategic impact and deliverability, and then submitted with appropriate timescales.

### **North London's LIP Reporting and Funding Submission 2007/08 to 2009/10**

This is North London's first LIP Reporting and Funding Submission. The LIP process and the way in which the implementation of LIPs will take place have resulted in changes to the way in which partnerships now apply for funding. The GLA Act 1999 does not recognise the partnerships as transport authorities and so they cannot produce a LIP in the same way as individual London authorities. As the majority of TfL funding for borough transport projects is now to support delivery of LIPs, North London has ensured that their application for funding is linked to one or more borough LIP proposals, wherever possible. Boroughs have included in their LIP any proposals in which the North London Partnership has a role.

This LIP Reporting and Funding Submission therefore complements those being developed by the individual partner boroughs, and includes submissions in the following programme areas that are of sub-regional importance:

- Travel awareness.
- Workplace travel plans.
- Freight.
- Environment.
- Regeneration Area Schemes.

Other complementary proposals will be developed through the Area Based Schemes programme to improve station access, and to enhance the sub region's town centres.

In developing the proposals to be implemented over the three year period within the Submission, close attention has been paid to the level of resources which are expected to be available for North London over the three year period.