

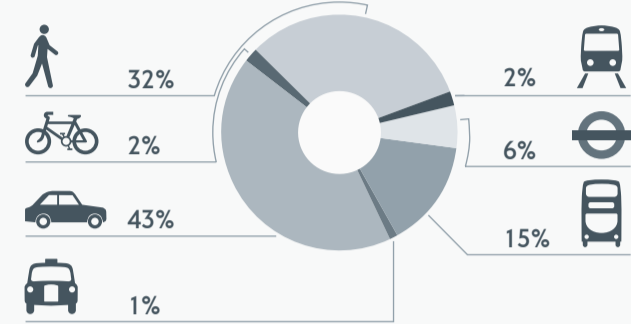
### Who lives and works in the North London sub-region?

The north London sub-region, represented via North London Strategic Alliance (NLSA), consists of the boroughs of Barnet, Enfield, Haringey and Waltham Forest.



### How people travel in the north London sub-region?

Modal share (average day/ seven-day week), LTDS 2011/12



### Challenges and priority work areas

#### Challenges in every sub-region

- Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners
- Transform the role of cycling and walking in the sub-region
- Meet CO<sub>2</sub> targets

#### North London-specific challenges

- Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lea Valley
- Relieve crowding on the public transport network
- Manage highway congestion and make more efficient use of the road network
- Enhance connectivity and the attractiveness of orbital public transport
- Improve access to key locations and jobs and services

#### What are the priority work areas?

- A406 North Circular road study, including long term options such as grade separation in order to resolve safeguarding of land
- A5 road study, identifying and agreeing measures to improve the high street
- A10/A10/A1055 corridor study, including rail investment, Crossrail 2, a review of highway access to the M25 and options for Stoke Newington gyratory
- Development and implementation of cycling strategy for north London
- Promotion and improvement of key tube/rail/bus interchanges in north London (as a pilot for other sub-regions)

#### Opportunity Areas

- Colindale and Burnt Oak Opportunity Area
- Upper Lea Valley Opportunity Area
- Brent Cross Cricklewood Opportunity Area

#### Intensification Areas

- Mill Hill East Area for Intensification
- Haringey Heartlands and Wood Green Area for Intensification

#### Further information

The north Sub-Regional Transport Plan 2012/13 update provides more detail on the implementation plan for sub-regional projects planned and committed until 2020.

#### Contacts

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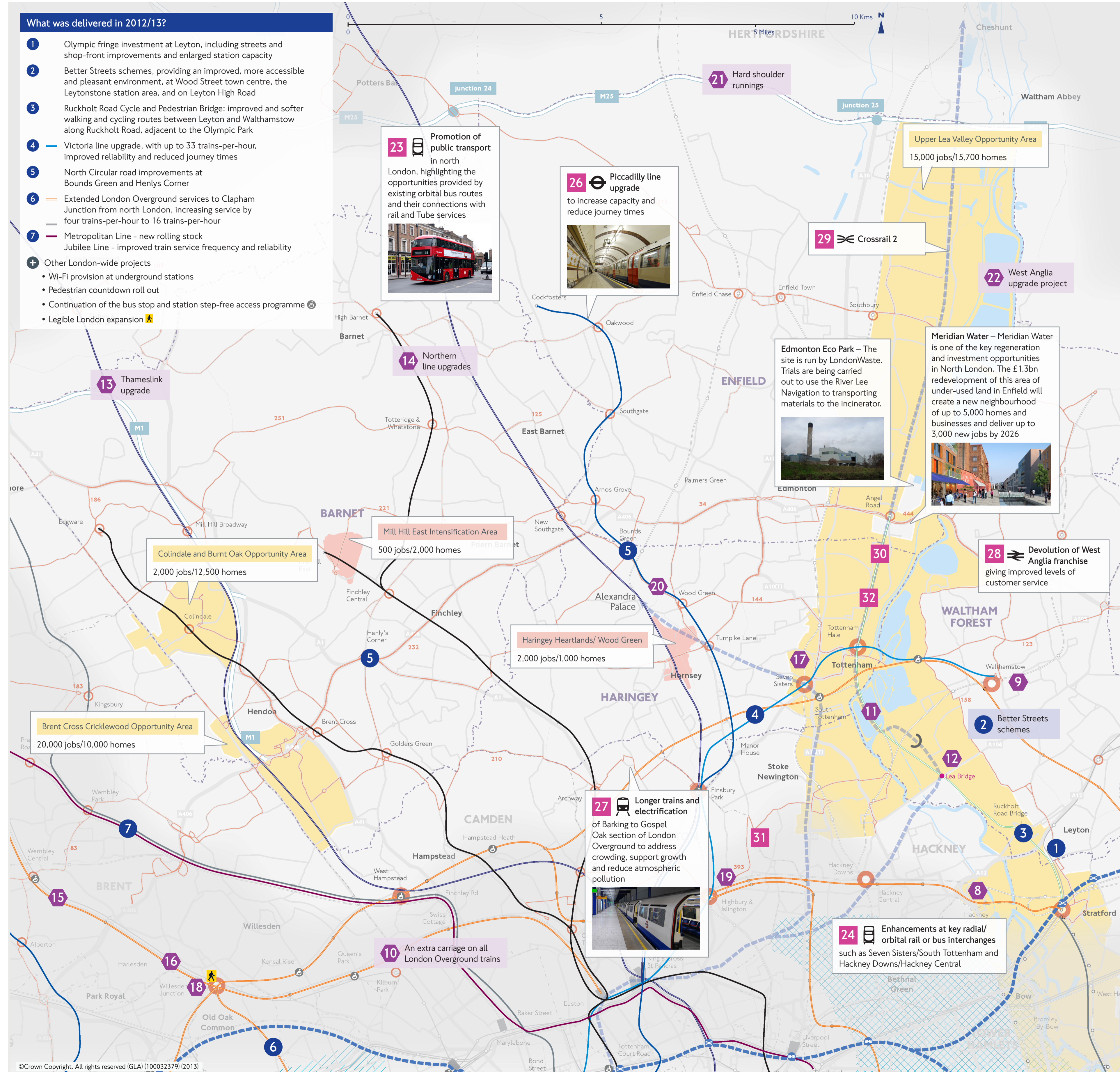
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### What was delivered in 2012/13?

- Olympic fringe investment at Leyton, including streets and shop-front improvements and enlarged station capacity
  - Better Streets schemes, providing an improved, more accessible and pleasant environment, at Wood Street town centre, the Leytonstone station area, and on Leyton High Road
  - Ruckholt Road Cycle and Pedestrian Bridge: improved and softer walking and cycling routes between Leyton and Walthamstow along Ruckholt Road, adjacent to the Olympic Park
  - Victoria line upgrade, with up to 33 trains-per-hour, improved reliability and reduced journey times
  - North Circular road improvements at Bounds Green and Henlys Corner
  - Extended London Overground services to Clapham Junction from north London, increasing service by four trains-per-hour to 16 trains-per-hour
  - Metropolitan Line - new rolling stock Jubilee Line - improved train service frequency and reliability
- Other London-wide projects**
- Wi-Fi provision at underground stations
  - Pedestrian countdown roll out
  - Continuation of the bus stop and station step-free access programme
  - Legible London expansion



### What is committed?

- Two way bus operation of Eastway
  - Strategic interchange at Walthamstow Central/Queens Road to improve radial/orbital connectivity
  - An extra carriage all London Overground trains (except between Barking and Gospel Oak), from 2014, completed by 2016, giving 25% capacity increase
  - More frequent train services from Stratford to Tottenham Hale
  - New station at Lea Bridge, providing improved access from Waltham Forest and Hackney to Stratford and Tottenham
  - Thameslink upgrade to provide longer trains and higher frequencies on Midland Main Line, East Coast Main Line and Great Northern routes by 2018
  - Northern line upgrades, to increase capacity by a fifth and reduce journey times by 18%, by 2014 and further upgrade by 2020
  - West London Line: Train and platform lengthening to eight cars on all Southern services between Croydon and Watford, complete by 2014
  - Harlesden: road safety, cycle improvements and signal timing reviews (2013). Removal of a gyratory system and public realm enhancements.
  - Package of improvements at Tottenham, including removal of gyratory, remodelled station and bus interchange and public realm improvements. Highways works started on site at end of 2012 and are due for completion by the end of 2014
  - Willesden Junction: Reconstruction of the station approach, Legible London, Accessible bus stops and footway widening (2013)
  - Highbury Corner junction improvement scheme (2014)
  - Green Lanes/Wood Green: streetscape improvements, signal removal, street clutter rationalisation (2014)
  - Hard shoulder running on junctions 23-27 of M25 (2015)
  - West Anglia upgrade project
- Other London-wide projects**
- Wi-Fi provision at underground stations
  - Pedestrian countdown at traffic signals
  - Continuation of the bus stop and station step-free access programme
  - Contactless ticketing on all modes
  - SCOOT roll out to a further 1,500 sites London-wide
  - Introduction of electric vehicle charging points
  - Network wide roll out of a further 600 New bus for London buses
  - Legible London expansion
  - Investment in strategic and local roads (following the Roads Task Force Strategy)
  - Implementing the Mayor's Vision for Cycling in London

### Future opportunities

- Promotion of public transport in north London, highlighting the opportunities provided by existing orbital bus routes and their connections with rail and tube services (currently a priority work area)
  - Enhancements at key radial/orbital rail or bus interchanges such as Seven Sisters/South Tottenham and Hackney Downs/Hackney Central
  - Investment in strategic and local roads (following Roads Task Force report)
  - Piccadilly line upgrade to increase capacity and reduce journey times
  - Longer trains and electrification of London Overground (Barking to Gospel Oak) to address crowding, support growth and reduce atmospheric pollution
  - Devolution of West Anglia franchise, giving improved levels of customer service
  - Crossrail 2 to provide enhanced capacity for London's growing population
  - More frequent train services from Tottenham Hale to Brimsdown via Angel Road
  - Stoke Newington Gyratory
  - Four tracking of the Lea Valley mainline
- Other London-wide projects**
- Improvements to the road network following the outcomes of the Roads Task Force
  - Beyond the committed step-free access programme there are others identified. For a complete list please refer to TfL's Accessibility Implementation Plan
  - Continual review of the bus network
  - Potential schemes to improve air quality
  - Behaviour change measures - Potential opportunities to improve the sustainability of freight and servicing
  - Implementing the Mayor's Vision for Cycling in London

