

8 January 2016

Dear Sirs

National Infrastructure Commission – Call for Evidence

The NIC published its call for evidence on 30 October 2015. The Terms of reference cover

1. Future investment in the North's transport Infrastructure
2. London's transport infrastructure
3. Delivering future proof energy infrastructure.

This response from the London Borough of Haringey is in relation to London's Transport Infrastructure.

London Borough of Haringey – context:

Located in North London, Haringey is one of London's 32 London Boroughs. With a population of circa 270,000 the borough has both significant pockets of wealth, and towards the eastern edges with the Lea Valley regional park, some of London's and the Country's most deprived (as measured by the indices of deprivation) communities. Northumberland Park Ward, in North Tottenham is the 2nd most deprived community in London and the 120th most deprived in England out of 7,669.

Haringey is a borough that has been identified for significant housing and employment growth. The further alteration to the London Plan 2015 increased Haringey's annual housing target by 80% (from 832 new homes p.a. to 1502) and the borough has the highest employment growth target (as a percentage) in London. Over the last 3 years, as a result of the changes to government funding, the Council's budget has shrunk by £117m .

Haringey has well advanced plans to support London and the Country's growth requirements. Alongside an adopted and up to date Local Plan, the Council is now engaged in the production of 5 development plan documents, allocating Brownfield sites across the Borough for 20,000 new homes and planning to secure 12,000 new jobs. The adopted Local plan identifies Tottenham and Wood Green as the focus for future growth. Work on Area Action Plans for Tottenham and Wood Green is progressing. Around £1bn of public and private sector investment has been made in Tottenham.

River Park House
Level 6
225 High Road
London N22 8HQ

The Council fully supports the proposals for Crossrail 2 and is working constructively with Transport for London and Network Rail officers to secure effective planning and to ensure that the opportunities to support growth and economic improvement from the new stations and greater accessibility provided by the project can be fully realised. Within Haringey, Crossrail 2 will provide up to 5 new stations, connecting the two principal growth locations of Tottenham and Wood Green to London and the wider south east – including Stansted Airport and Cambridge to the North.

What are the major economic and social challenges facing London and its commuter Hinterland over the next two to three decades?

There is growing evidence that demand for housing in London and the wider south east is impacting upon the economic performance of the region. Affordability and the rising numbers in housing poverty mean that measures to increase the supply of affordable homes for Londoners are now a matter of national importance if the productivity and economic contribution that London (and its boroughs) can make to the country is to be sustained. If growing pressure on the use of land (including the recycling of former employment space for new housing) is not to impact London's capacity to contribute to the country's economic outputs, improving access to work and employment opportunities across economic areas will be of increasing importance. Within Haringey, some 84% of people travel outside of the Borough each day to work. Around 23% of residents work in central London. Public transport use in the Borough is high with almost one third of journeys by public transport. Private car ownership fell between 2001 and 2011 and continues to fall as a percentage of the population. The key transport corridors nevertheless remain air quality management areas as a consequence of unacceptable levels of pollutants derived from road traffic.

The Borough's population has also increased by around 17% between 2001 and 2011 and continues to rise. Over the same period housing stock rose by 11%. Meanwhile, some 3.5 ha of employment land has been recycled for housing.

For Haringey's economically deprived communities, raising household incomes by supporting access to new employment and work opportunities is central to improving not only the health outcomes and the quality of life but also in reducing the costs to the public sector arising from the necessary support to address the consequences of deprivation. Affordable and effective transport options with sufficient capacity to connect these existing and growing communities with the opportunities that London represents one of the key interventions that government can make to reverse the long term decline that these areas have suffered.

The evidence from Crossrail 1 demonstrates also the significant impact upon market and developer confidence that public investment at scale can have. Locations on the Crossrail route have experienced significant increases in development activity in recent years and have made a significant contribution towards meeting London's growing housing and employment land requirements. Within Haringey, the proposed Crossrail2 stations align with the Local Plan's growth locations (and reinforce a planned spatial growth option that underpins the economic performance of key existing areas (such as Wood Green Metropolitan Town Centre) whilst providing an important catalyst for regeneration and renewal in key parts of Tottenham (notably Tottenham Hale and Northumberland Park.

These areas, notwithstanding the Council and GLA investment to date, continue to exhibit challenges – whether in respect of development viability (because of development values and significant costs) or because of investor confidence.

What are the strategic options for future investment in large scale transport infrastructure improvements in London, on road, rail and underground – including but not limited to Crossrail 2?

Haringey Council consider that because of the significant positive impacts that are considered to flow from Crossrail 2, this strategic project should be afforded significant priority within government and the GLA. The Council has received significant positive feedback from the development industry concerning the prospects for delivery arising from the identification of the Crossrail 2 station sites within Haringey. The opportunity that CR2 represents to enable sustainable higher density development in Haringey is unmatched by any other form of strategic transport investment.

Given the significant role that the North Circular Road plays in accessing opportunities in outer London, the current capacity constraints and associated environmental effects that exist on the North Circular road, at locations such as Pinkham Way in Haringey also justify further strategic transport investment by government. North London is poorly served by orbital rail and opportunities for enabling greater movement between outer London Boroughs is constrained by existing network capacity. As London's population grows, and pressure on "affordable" business premises grows in more central sites (where the contrast between residential and commercial (industrial uses) is greatest, the pressure on orbital routes (by road and rail) can be expected to increase. If this growth in outer London trips is to be accommodated further investment is considered appropriate in existing key infrastructure such as the NCR to respond to both environmental as well as localised capacity and safety issues.

Following the successful investment in the Victoria Line and with the advent of the Night Tube, continued investment in underground rail is also a priority. The Piccadilly Line (running thorough the Borough) connects the metropolitan centre of Wood Green and its hinterland with the rest of London. However, investment in new rolling stock, and track/signalling is required to ensure that the capacity of this key corridor can be maximised.

What opportunities are there to increase the benefits and reduce the costs of the proposed Crossrail 2 scheme?

The Council has responded to the consultation on Crossrail 2 to support a single station option at Wood Green in place of the former 2 station strategy. The Council's position is based upon clear economic and strategic reasons but also recognises the financial benefits of this solution. Focusing the regenerative opportunities of Crossrail 2 into the heart of the Metropolitan centre of Wood Green will also, in the Council's view, maximise the benefits that can be realised from the investment proposed.

Haringey Council also considers that the long delivery times associated with Crossrail 2 means that TfL should fully explore the use of all of the land identified for both construction and delivery of the project. This includes developing a strategy to enable

positive “meanwhile use” of worksites and safeguarded land and to work with boroughs on long term solutions for worksite and over station development opportunities post implementation.

What are the options for funding, financing and delivery of large scale transport infrastructure improvements in London, including Crossrail 2?

The delivery of large scale transport infrastructure in London benefits the whole of London and the wider south east. The evidence that the Borough is presented with from developers seeking to bring forward new development in the Borough is that infrastructure costs play an important part in the delivery of new development – and directly impacts upon the achievement of important affordable housing and employment space outcomes through mixed use developments – particularly in more marginal areas of the Borough (which are in need of the investment most). Given the very broad spread of benefits from such infrastructure, the costs of delivery should be appropriately shared – and certainly should not land disproportionately on specific boroughs. Investment in rail infrastructure is of benefit not only to rail users and those located in the immediate vicinity, but also to those businesses and residents located some distance from stations. Funding for Crossrail under the existing CIL, represents a simple and transparent means by which contributions can be made towards delivery. The “infrastructure” for administration and delivery is also well established and understood. The Council would urge the commission to carefully consider the implications for any other funding regime that might be considered – and balance the costs of collection and enforcement against any potential benefit.

How have major metropolitan areas in other countries responded to similar challenges and priorities? Are there any lessons to be learned and applied in London?

The Council has no specific insight or views on what transferrable lessons might be derived from a study of other transport infrastructure projects. It nevertheless notes that public sector investment in strategic transport is central to unlocking growth in mature and growing cities across Europe and considers this investment to be a key part of the role of government in promoting sustainable development in line with the NPPF.