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Dear Emma and colleagues,

**Wood Green AAP**

Thank you for consulting HCC on the Wood Green AAP document.

We have provided a commentary on the plan on our website, available to view here: <http://www.haringeycyclists.org/2017/03/29/wood-green-area-action-plan/> To summarise, the proposals as they stand do not suggest cycling is being planned for as a serious mode of transport and appear to represent outdated ideas about traffic management: one where current, often unacceptable, motor traffic levels are sacrosanct and where the potential for a significant shift to healthy, more space efficient modes of transport is not attained. This project is a once in a generation opportunity to take a coordinated approach to reduce existing and future traffic problems and provide an inclusive road environment that enables all Haringey residents to benefit from active travel.

Moving on to the detail of the plans, we welcome the stated intention to encourage walking and cycling and improve the local cycle network, however the routes shown in the plans are mainly existing cycle routes and there are very few new connections proposed. Overall the network shown is generally peripheral to the core of the regeneration area, with the exception of the upgraded LCN 54 E/W route, which is of course welcome. Strangely there are no routes shown to the proposed Cycle Hub at Wood Green.

There needs to be a serious caveat concerning the E/W route. It presently relies on shared use space at Wood Green Shopping City. This is adequate for present use, however it will not be suitable for a significant increase in use and main routes should be designed for cycle pedestrian segregation. The redevelopment of a large number of sites in the Wood Green area, as proposed in the AAP should allow the planning of adequate cycle routes, following shopping, employment access, commuting and leisure desire lines. Not all routes need to be designated routes with segregation, but there needs to be full access and permeability, designed-in to the regeneration planning.

In HCC's earlier submission (attached for reference) we identified the problem of excessive traffic levels at the High Road, and this problem is acknowledged in the AAP, but none of our suggestions have been taken up. There appears to be no consideration of the bus garage being relocated, to reduce the number of nearly empty buses using the High Rd. The AAP mentions decking over the rebuilt garage and redevelopment taking place at podium level. This really does not appear to have been properly thought through. The AAP notes the High Rd is used by more than 100,000 morning peak hour cycle commuters during the year, but offers no prospect of traffic reduction.

The AAP notes there is spare capacity for traffic at Mary Neuner Way, but at the same time proposes a new Quietway cycle route at Wightman Road. For a Quietway to be successful, traffic needs to be reduced to around 2,000 PCU per day, so encouraging N/S axis traffic to divert from the High Road to Mary Neuner Way will only exacerbate the unacceptable traffic levels already experienced in Wightman Road and adjoining areas to the north and south. A coordinated policy for traffic reduction is essential and we suggest all possible routes to achieve this be considered. We suggest a "Healthy Streets" scheme be implemented for Wood Green, in partnership with Transport for London, with aim of achieving modal shift and motor traffic reduction. As already demonstrated in Waltham Forest, this approach can increase footfall and economic activity. Street frontage restaurants and cafes, mentioned in the AAP as a use to be encouraged, could become a reality.

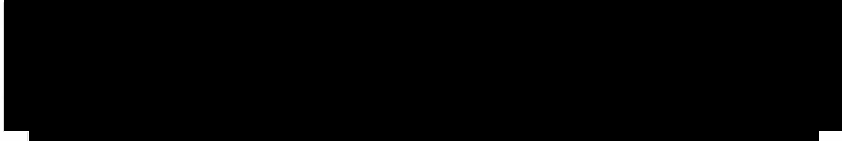


[Example above of Orford Road, Waltham Forest. ANPR cameras are used as part time or "smart" filtering for different classes of vehicle, allowing bus and cycle access at all times and other vehicle access at limited times.]

If the present street layout of the Wood Green area is not considered to lend itself to the creation of traffic cells and pedestrian/ cycle priority areas, the possibility of redevelopment must open up the possibility of new connections. Consideration of traffic management from first principles should be a part of masterplanning development on this scale, with a plan for road modernisation and traffic planning suitable for generations to come, taking precedence over maximization of profit on individual developments. The Council should not be in a position where they are beholden to the developer and cannot require infrastructure improvements.

The AAP provides a once in a generation opportunity to begin to build the kind of inclusive, modern road environment that Haringey residents deserve. The opportunity presented by the AAP to rebalance our road environment away from private cars towards healthy, active travel must not be missed.

Yours sincerely,

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Michael Poteliakhoff

for Haringey Cycling Campaign

cc Cllr Peray Ahmet, Cllr Toni Mallett