

As a Harringay resident I'm concerned about the effect of the Wood Green Area Action Plan (AAP) on Ladder side roads, Green Lanes and Wightman Road. Traffic levels to the south of Wood Green/ Heartlands are very high (hence the current local traffic consultation) and air pollution already exceeds allowable levels on main roads, parts of side roads. It is vital that Green Lanes/Wightman Rd are **not** used as the main access from/to the south for regenerated Wood Green/Heartlands areas. But the AAP shows this to be the intention. Before decisions are made a plan for alternative access must be devised. Wightman Road urgently needs complete protection from ratrunning. Green Lanes wants considerable alleviation. Over 50% of current traffic in the area is through-traffic according to Steer Davies Gleave Traffic study.

The AAP barely mentions road traffic from/to the south. Crossrail 2 (in 2030 or later) may resolve some issues of public transport but no mention is made of a detailed plan in case Crossrail 2 is cancelled or delayed. 'Short term' solutions must not in the meantime increase road traffic. A detailed traffic study should predict road traffic growth due to AAP (number of trips per inhabitant and retail/office unit) in Wood Green/Heartlands and surrounding areas.

The London Plan 2015 refers to 2000 new jobs and 1000 new homes(#2.4) or 1,502 (#4.25)) as Haringey's allocation but the Council has *chosen* to massively increase this number ie para 6.10 of the AAP aims for 7700 new units and 4000 new jobs(#5.1). Wood Green is to be 'north London's most prosperous and liveable town centre(#5.1).' Is this a viable Council choice?

4.28 states that Growth Areas have been selected due to their 'locational strengths... being located close to public transport ...to accommodate the *maximum* amount of growth ...' 4.31 states 'at present there are very strong north-south connections into the centre by tube, rail and bus.' But the council's own document contradicts this: 3.24-3.28 admit Piccadilly tube and overground lines going south are overcrowded to central London, bus speeds are 8mph causing obstruction at junctions eg with Green Lanes, air quality on the high road is bad (3.30). 4.37 concedes the High Road has 'high levels of traffic at most times of the day.' Crossrail may relieve tube and overground lines but *road traffic will increase* to clog up Green Lanes and Wightman completely.

3.51 claims Green Lanes retail area does not compete for retail with Wood Green. This is questionable - particularly if Wood Green plans to increase its night economy and restaurants. 4.6 and 4.8 emphasise need to increase jobs and retail floor space.

4.37 states that 'Wood Green is located on an arterial route into/out of central London.' Green Lanes/Wightman Road are narrow old roads with narrow pavements and in places a lack of side roads. This plus the unbroken railway-side residential housing on Wightman Road causes polluted air to collect. Green Lanes is not a red route (cannot become so due to shops/restaurant culture), Wightman Road is a B road. They do not resemble

Seven Sisters Road, Tottenham High Road, Finchley Road etc which are proper 'arterial routes' and can carry serious amounts of traffic.

Harringay area – the current situation

On Green Lanes, Wightman Road and Ladder side roads there is already major congestion especially at weekends, seasonal periods and rush hour. Over half of all traffic is *not* linked to this area. The Council's first aim should be to analyse source and ultimate direction of this traffic and then redirect that traffic so it bypasses the area. What is needed after that is a study with regular traffic reviews to predict the number of extra road trips that will be generated by the AAP new residences and retail/office space. Developments which *already* have planning consent eg the St Anne's Hospital site, Hawes and Curtis site, the Hampden Road block etc (and proposed developments eg Arena Estate) may even without the AAP cause Harringay to become logjammed.

The speed of the traffic in Green Lanes/Wightman road is currently so slow at times that it raises questions of access for emergency vehicles.

Most developments these days claim to be 'carfree.' But many have car clubs. All will have disabled parking. Many people do not qualify for Blue Badges (less than 20m walking) but cannot use public transport ie cannot walk/stand/ carry etc -hence taxis/hire cars. Families with several small children, pushchairs, shopping often cannot use public transport. Nos. of deliveries increase daily - food, furniture, computers, books ie things which we used to carry from shops. (The Mayor has confirmed that taxis and deliveries are increasing traffic generally in London.) As hospitals, nursing/care homes close carers need cars for equipment. Builders, associated trades ditto. Shops/offices in Wood Green will need deliveries from suppliers. In short AAP will cause a *huge* number of extra road trips including many extra buses - which cannot be covered by Crossrail 2, tube, overground trains - cycling or walking.

High air pollution on the High Road is mentioned (4.37). Air pollution in the Harringay area is amongst the worst in Haringey residential areas so until all vehicles are electric there should be no increase in traffic simply for health reasons -particularly with two schools and café tables on Green Lanes pavements. But even if all vehicles were electric there would still be log jams that risk access for emergency vehicles.

Consultation Timetable The consultation period for the Council's Proposed Submission Consultation should include the whole of June and early July (ideally the latter 2 weeks of May as well) - it should *not* take place in holiday period of late July and August. If that is insufficient time for the council then the Proposed Submission Consultation should be delayed to the autumn.

Review A flexible review and consultation should happen every 3 years in view of traffic, economy, population, technology changes.

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