

Wood Green Town Centre SPD Evidence Base and Consultation Report

August 2008



WOOD GREEN - IT'S YOUR TOWN

THINGS WE LIKE S02

THINGS WE DON'T LIKE N22



Evidence Base and Consultation Report

Introduction

This report forms part of the Wood Green SPD produced by the London Borough of Haringey.

The document sets out an overview of the key issues identified for Wood Green town centre through the review of the evidence base and consultation process undertaken during Autumn 2007.

Evidence Base

Wood Green Spatial Plan

The Wood Green Spatial Plan was completed by Urban Practitioners, Donaldson's and Alan Baxter and Associates in 2006 on behalf of the London Borough of Haringey, the Mall Corporation and Wood Green Town Centre Management.

The main aims of the Spatial Plan were to build on the town centre's current strengths and to transform it into a major shopping and retail destination in North London, whilst also improving the quality of the environment for local residents, businesses and visitors. It identified that central to the success of delivering this step-change in the town centre's identity and market position was the provision of a high quality public realm framework which will create a more attractive and safe environment for people to live, work and relax in, whilst also injecting a sense of confidence and civic pride to help attract a higher quality and wider range of retailers and services to the town centre.

As part of the project, consultation work was carried out and analysis undertaken.

Consultation included:

- Postal survey of 45 town centre businesses;
- Telephone survey of 276 residents who live in the catchment area but are considered to live in postcode areas where people do not shop in Wood Green;
- On-street survey of shoppers on Wood Green High Road;

- A presentation to the Wood Green Area Assembly;
- Workshop with local businesses and the Wood Green Town Centre Steering Committee;
- A dedicated project website - www.woodgreenmasterplan.net - which allowed people to comment; and
- An informal 'walkabout' of the town centre with key local residents' associations.

Issues and opportunities were identified, together with development proposals and an emerging vision for Wood Green.

The following eight opportunity zones were identified:

- Zone 1: Wood Green Station Area comprising 2 sub-zones focused around the Council offices at River Park House on the corner of Station Road and the High Road and around Hollywood Green;
- Zone 2: Morrison's/The Gaumont;
- Zone 3: The Library complex;
- Zone 4: Shopping City;
- Zone 5: Lymington Avenue/Noel Park Road;
- Zone 6: Bury Road/Dovecote Avenue;
- Zone 7: 16-34 High Road; and
- Zone 8: Turnpike Lane.

The following opportunities were identified:

- provide a high quality public realm and a welcoming town centre in which people want to live, work and visit;
- create a safer community by providing a high quality public realm and other security measures/initiatives to ensure that the town centre is well used by residents and shoppers;
- create larger, more suitable retail units which are suitable for higher quality retailers (and potentially a department store) whilst also

- enhance pedestrian movement with improved road crossings and 'de-cluttering' junctions; and
- improving signage to available parking spaces to identify and realise the benefits that Haringey Heartlands can offer Wood Green through creating new physical, social, economic and cultural linkages.

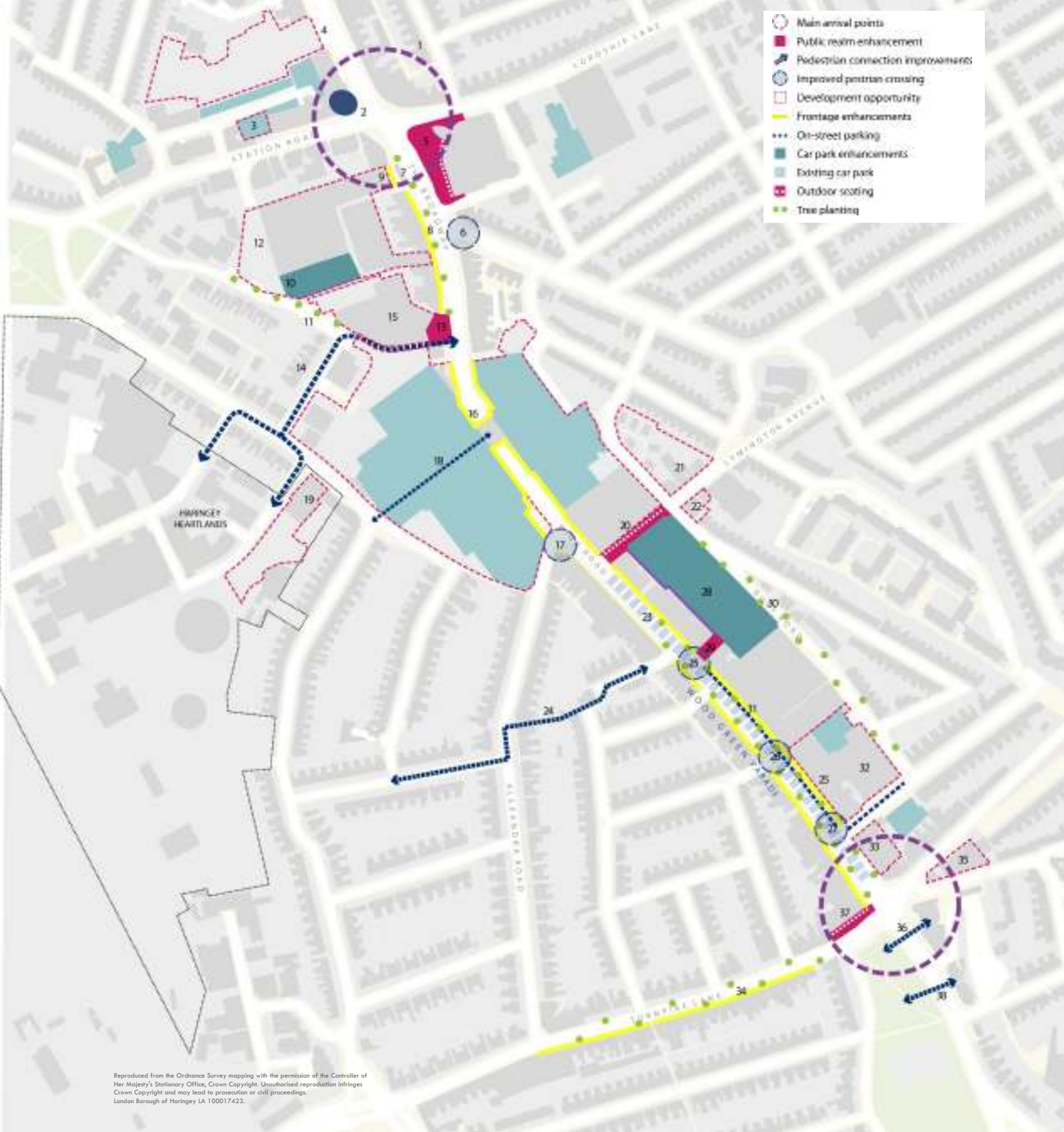
“To boost North London’s premier Town Centre by offering a high quality, vibrant retail, leisure and cultural experience that reflects and caters for the area’s diverse population” (Wood Green Town Centre Management Business Plan (April 2005-March 2006)).

- Providing a high quality public realm;
- Creating a safer community;
- Enhancing Wood Green's market position as a Metropolitan shopping centre;
- Maximising the opportunities offered by the proposed Haringey Heartlands development;
- Creating new east-west links into the surrounding hinterland; and
- Enhancing pedestrian and vehicular movement through the town centre.

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Figure 1 - Wood Green Spatial Plan 'Vision'



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| <p>1. Public realm enhancements</p> <p>2. New ground level frontage for River Park House</p> <p>3. Infill office development, 38-46 Station Road</p> <p>4. Bus garage redevelopment</p> <p>5. Public realm enhancements</p> <p>6. Improved pedestrian crossing at the junction of High Road/Gladstone Avenue/Buller Road</p> <p>7. Public realm enhancements outside Morrisons</p> <p>8. Shopfront and High Road improvements</p> <p>9. Redevelopment of Morrisons' frontage</p> <p>10. Morrisons' car park enhancements</p> <p>11. Improvements to the pedestrian environment</p> <p>12. Extension of Morrisons' food store</p> <p>13. Enhancements to the Library Square</p> | <p>14. Enhanced pedestrian route from the High Road to the Haringey Heartlands area</p> <p>15. Redevelopment of the library complex</p> <p>16. Shopping City facade enhancements</p> <p>17. Improved pedestrian crossing at Alexandra Road/High Road</p> <p>18. Extension/internal reconfiguration of Shopping City</p> <p>19. Redevelopment of Iceland store and car park, Mayes Road/Brook Road</p> <p>20. Public realm enhancements at the western end of Lynton Avenue</p> <p>21. Redevelopment of the larger site at Lynton Avenue</p> <p>22. Redevelopment of the smaller site at Lynton Avenue</p> <p>23. Enhancements to the shopfronts, High Road, south of Shopping City</p> <p>24. Improved pedestrian route between High Road and Haringey Heartlands</p> <p>25. Pedestrian crossing improvements</p> <p>26. Pedestrian crossing improvements</p> <p>27. Pedestrian crossing improvements</p> | <p>28. Bury Road car park enhancements</p> <p>29. Dovecot Avenue public realm enhancements and adjacent alleyway</p> <p>30. Bury Road public realm enhancements</p> <p>31. Facade improvements to units 26-34</p> <p>32. Comprehensive redevelopment of units 16-34</p> <p>33. Individual unit redevelopment to upgrade shop units and provide activity at ground and upper floor level</p> <p>34. Public realm enhancements at Turnpike Lane</p> <p>35. Comprehensive redevelopment of 4-14 High Road and 1-8 Westbury Arcade</p> <p>36. Improved pedestrian crossings</p> <p>37. New public space at Turnpike Lane/High Road</p> <p>38. Improved linkages to Ducketts Common</p> |
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Wood Green Town Centre Retail Health Check

The Health Check was undertaken by DTZ in the Autumn of 2007. The report structure follows the principle health check indicators that are set out within Planning Policy Statement 6 'Planning for Town Centres' (ODPM, March 2005) for measuring town centre vitality and viability, which are:

- Diversity of main town centre uses;
- Potential capacity for growth;
- Retailer representation and intentions to change representation;
- Shopping rents;
- Proportion of vacant street level property;
- Commercial yields;
- Pedestrian flows;
- Accessibility;
- Customer and resident's views and behaviour;
- Perception of safety and occurrence of crime; and
- State of town centre environmental quality.

The Health Check found that Wood Green has a higher comparison retail representation than the UK average (57% of retail units in Wood Green were identified as comparison compared to an average of 46% in the UK). Additionally, Wood Green was found to have a lower proportion of vacant retail units compared to the UK average. In October 2006 only 4.2% of retail units in Wood Green were vacant, compared to a UK average of 10.9%. This also represented a decrease from the 5.1% of vacant retail units identified in Wood Green in October 2002.

Wood Green was found to be the 14th largest town centre in London in terms of floorspace. Of the total floorspace, 87,700m² was retail floorspace, 32,400m² office floorspace and 22,200m² leisure floorspace.

Within North London, Wood Green is one of the largest centres, although Brent Cross Shopping Centre is also a key draw and provides a similar quantum of retail floorspace. Within London, the West End is by far the largest centre with almost 1 million m² of retail floorspace.

In terms of retail capacity, in order to maintain Wood Green's current market share (25% within the catchment area) up to 2016, Chesterton have identified expenditure capacity equating to 20,354m² of gross town centre comparison goods floorspace (London Borough of Haringey Retail Capacity Assessment, 2003). An additional 7,224m² of gross bulky goods floorspace was identified up to 2016.

The extension to The Mall will provide 10,200m² of additional retail floorspace, and deliver approximately 50% of the forecast comparison goods floorspace. Chesterton also recommended that a foodstore of up to 4,645m² gross floorspace be provided at Wood Green to increase the competition.

The Health Check also found that Wood Green is a highly accessible town centre location (PTAL rating 6a), but contains only a limited number of cycle parking facilities, particularly in relation to other town centres in London.

The key conclusions have been summarised in the form of a SWOT analysis below.

<p style="text-align: center;">Strengths</p> <ul style="list-style-type: none"> • Important comparison shopping centre for North London with critical mass of shops • Low proportion of vacant shops and high occupancy levels • Growing investment in new retail floorspace • Well used indoor street market • Good range of commercial leisure facilities • Excellent public transport accessibility with high PTAL rating • Ethnic representation, especially at Turnpike Lane • Improving rental values 	<p style="text-align: center;">Weaknesses</p> <ul style="list-style-type: none"> • Lack of natural retail circuit • Retail offer is mid/mass market with a lack of specialist/higher quality retailers • Lack of higher end fashion, household goods retailers and restaurants • Localised office market with one or two large occupiers • Failing to capture affluent spend in the catchment area • High crime levels and perception of crime • Poor quality environment • Crowded streets with narrow pavements • Poor provision for cyclists • Oppressive atmosphere with level of congestion on the High Road and at junctions around the underground stations • Some uninviting car parks e.g. Bury Road
<p style="text-align: center;">Opportunities</p> <ul style="list-style-type: none"> • Environmental enhancements to Shopping City, The Library, BhS building • Traffic calming measures, such as part pedestrianisation initiatives and more pedestrian crossings • Improvements to pedestrian routes and cycle facilities • Reducing crime through street lighting, policing and investment in public car parks • Improvements in the quality of the retail offer with the arrival of Debenhams • Additional retail capacity to deliver more floorspace • Improvements to the junctions around the two underground stations 	<p style="text-align: center;">Threats</p> <ul style="list-style-type: none"> • Credit crunch and a potential reduction in disposable income, which could hit trade • Continued growth in on-line shopping • Competing centres offering a better quality retail experience • Continued poor reputation of Wood Green • Lack of readily available sites to deliver additional retail

Wood Green Town Centre Health Check - SWOT Analysis



Wood Green High Road and Shopping City

Wood Green Audit

The Wood Green Audit (2006) reports on a street audit of Wood Green town centre, and was prepared by Parkside Malvern Residents' Association, with general endorsement and contributions from:

- Avenue Gardens Residents' Association;
- Burghley Road Area Residents' Association;
- Noel Park North Area Residents' Association;
- The Sandlings Residents' Association;
- West Green Residents' Association; and
- The Haringey Federation of Residents' Associations.

The street audit was from Wood Green to Turnpike Lane Tube Stations including the environs to within about 50 metres. The overall aims of the Audit, were:

- to achieve wherever possible a harmony between the commercial needs of the Wood Green town centre retail trade and the environmental needs of shoppers and local residents; and
- to substantially improve the experience of living, shopping and working in and around Wood Green town centre.

The specific aims of the audit, were to:

- to identify the major deficiencies of design, maintenance, and management in the streetscape of Wood Green High Road and its immediate environs.
- to suggest specific improvements where appropriate
- to use the following prioritised criteria:
 1. pedestrian safety in relation to traffic
 2. pedestrian safety in relation to crime
 3. aesthetic effect of the built and furnished environment on shoppers, residents and visitors.

The twenty most important recommendations

included in the Wood Green Audit, as identified by local residents' associations, were as follows:

- Gladstone Avenue / High Road junction – to be completely redesigned to make safe and pedestrian friendly;
- Watsons Road / Green Lanes junction - to be completely reconfigured to make safe and pedestrian friendly. Adjacent car park / slip road to be paved and pedestrianised;
- Westbury Avenue / Langham Road junction – to be blocked off and made pedestrian friendly;
- Turnpike Lane – install two or more Pelican Crossings;
- Buller Road – overhaul the southside footway;
- Alexandra Road / High Road junction – to be narrowed and made more pedestrian-friendly;
- Turnpike Lane junction – pedestrian crossing over the eastbound side of the carriageway to be narrowed from three to two lanes;
- Shopping City car parks – open sides to be meshed or glazed;
- Back alleyways – taskforce should be set up to recommend improvements;
- Spouter's Corner – transform to make greener, friendlier and well-maintained;
- Morrison's – pedestrianise driveway and upgrade the whole adjacent open space;
- River Park House – reconfigure ground and upper ground levels to house new retail spaces, to give an active frontage;
- Library – re-tile or re-clad the balcony walls;
- Pavements – to be renovated to the highest standard throughout town centre, and new trees planted wherever possible;
- Dovecote Avenue – completely pedestrianise and make more welcoming and people friendly;

- Eastside shop buildings to the south of BHS – to be sensitively redeveloped;
- Fragments of cycle path connected to the new Pelican Crossing near the Library – remove and pave over. Additionally, the west side cycle path to be removed and incorporated into a widened pedestrian-only footway;
- Lamppost advertising banners and illuminated advertising hoardings – to be either removed or reduced in number and raised to a higher position on their posts. Stands to be removed or reduced in number, particularly where causing an obstruction;
- Gaumont Palace – redecorate in historically appropriate colours, and remove present signage and replace it with something smaller and less gaudy; and
- Area around new automated public toilet near Boots – improve lighting, clear street litter and generally upgrade.

It should be noted that a range of other recommendations were also included within the report.

Overall, the recommendations of the report can be broadly classified into the following three categories:

- Improvements to the public realm;
- Improved road safety; and
- Building quality.

These three themes are intrinsically linked to the vision and objectives included later within the SPD.



Junction of Gladstone Road and the High Road

Consultation

The initial consultation phase for the SPD has included:

- A High Street Consultation exercise;
- Town Centre Walking Audit (major hands-on planning public consultation event);
- 17 stakeholder meetings;
- Workshop and meeting with the Wood Green town centre SPD Steering Group;
- Workshop and meeting with the Wood Green Action Group; and
- A dedicated project website.

The following section provides an overview of each consultation method and a summary of the key findings. Further details are provided in the Consultation Report which accompanies the SPD.

High Street Consultation

The High Street Consultation event was staged on 19th July 2007. The consultation was organised to coincide with the 'It could happen here' event being staged on the High Street for local schools. It was effective in encouraging local children to participate, adding their comments to a display under the headings 'Things we like...' and 'Things we don't like...'. These comments have been transcribed and sorted into broad categories. A full transcription of these comments can be found in the Consultation Report. Summary of the comments received can be made as follows:

- One of the strongest positive features of Wood Green is the range of shops, although the absence of Primark was noted several times;
- People commented on the quality and convenience of the transport links;
- Traffic congestion and the attendant noise and pollution is regarded as a weakness;
- The perception of crime and gangs on the

streets is high;

- People also noted a lack of politeness and general civility;
- There was a strong perception that the centre is not clean, and that litter, gum and graffiti are significant problems; and
- People expressed a desire for more community facilities, particularly those aimed at younger people.

People were also invited to help build a model of the town centre as they would like to see it. As illustrated through the photography, a wide variation of suggestions were made for the town centre. Some could be considered abstract (such as a zoo at the junction of Ashley Crescent and Lymington Avenue) whilst other suggestions were constructive and potentially achievable (such as micro parks along the High Road). Suggestions included:

- New shops on Lyttleton Road and Alexandra Road;



High Street Consultation Model



- Skatepark on Courcy Road;
- Community centre on the High Road (near the junction of Alexandra Road);
- Water feature outside the Library;
- Ice rink at the rear of the Library;
- Crèche and bike shed opposite Wood Green underground station;
- Community translation service on Lymington Avenue;
- Flower garden to the east of the High Road; and
- A festival for Wood Green.

High Street Consultation Model



High Street Consultation Model



High Street Consultation Event

Wood Green Town Centre Walking Audit

On 13th October 2007, a major hands-on planning public consultation event was held in Wood Green Town Centre, at the Decorium. The purpose of the event was to provide local residents, businesses, community groups and organisations with the opportunity to express their views on the key issues and opportunities for Wood Green Town. The event was attended by approximately 60 invited stakeholders, including representatives of Haringey Council, the Metropolitan Police, local shops, local resident groups and other local organisations.

The event was structured into three parts: a walking audit of the town centre; the identification of problems and dreams arising from the walking audit; and a 'Solutions Workshop'.

A key component of the public consultation event was the walking audit. Attendees were divided into three groups, and each group led on a separate route around the town centre by staff from Urban Practitioners and the London Borough of Haringey. The routes were designed to ensure that, together, the participants covered the most important sites and areas of the town centre, and to be accessible for all members of the community. The three walking audit routes took in different parts of the town centre. Routes 2 and 3 started and finished at the Decorium, whereas route 1 started and finished at the junction of the High Road and Alexandra Road.



Walking Audit - Route 1



Walking Audit - Route 2

During the walking audit, participants were encouraged to describe and write on post-it notes the aspects of the town centre they thought to be the most problematic or successful and to express their aspirations and dreams for its future.

Responses were received from each participant and divided up into 'issues' and 'dreams'. These were then read out aloud and placed on a board at the front of the room, grouped around categories which came out of the issues and dreams responses. This was undertaken in order to reveal the most common themes arising from the walking audit, and to share ideas equally among the wider group in the form of an issues and dreams workshop. Sharing each participants issues and dreams also ensured that all groups were adequately prepared for the solutions workshop. The common themes identified were:

- Specific sites
- Parks and open space
- Shops and Shopping City
- Safety
- Public realm
- Litter
- Roads and pavements
- Traffic and buses; and
- Community projects

A transcription of all of the comments from the issues and dreams workshop is included at the end of this report.



Walking Audit - Route 3



Wood Green Walking Audit

Following the issues and dreams workshop, a further workshop session was held where attendees were split into smaller groups and invited to consider various town centre issues. During the 'Solutions Workshop', each group were invited to annotate plans of the town centre with ideas for how Wood Green could be improved in the future. These solutions consisted of a range of initiatives including environmental, transport, community, retail and urban design-led opportunities.

A number of priorities were frequently identified by groups in the Solutions Workshop. As a result, it is possible to build a picture of the vision for the town centre held by the local community and to identify the key priorities which the SPD needs to address. Key themes emerging from the Walking Audit consultation event were:

- Improve maintenance and utilisation of the open spaces close to the town centre, especially Ducketts Common (mentioned by 4 out of the 5 groups);
- Reconfiguration of the buses in the town centre, in terms of the location of bus stops and bus stands, and the configuration of routes (4 groups);
- Redevelop the library, and improve the public space fronting the High Road (4 groups);
- Improve lighting throughout the town centre in order to improve safety, particularly at Bury Road (4 groups);
- Increase greenery along the High Road (3 groups);
- Improve public toilet facilities along the High Road, particularly at Turnpike Lane (3 groups);
- Consider pedestrianisation of the High Road (3 groups);
- Improve traffic flow along the High Road (2 groups);
- Improve the environment at bus stops (2

groups);

- Improve the retail offer, and the quality of shops (2 groups); and
- Improve the quality of paving in the town centre (2 groups).

Additional suggestions were for the reduction in crime hotspots and an increased police presence throughout the town centre, redevelopment of the BHS site, removal of the 'Turkish Radio' building, and redesigning of the pedestrian crossing facilities at the junction of Gladstone Avenue and the High Road.



Wood Green Walking Audit



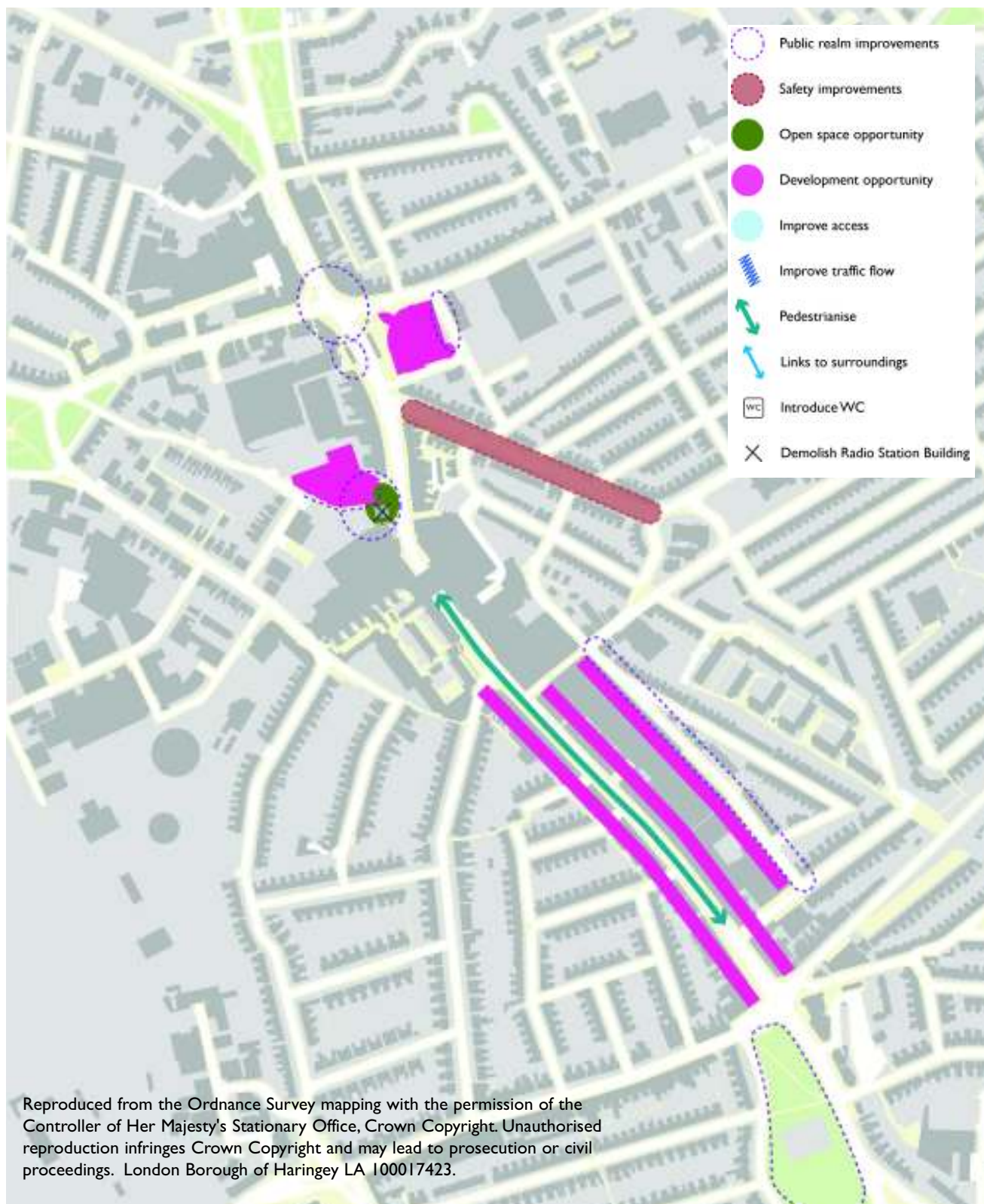
Solutions Workshop Group B



Solutions Workshop Group C



Solutions Workshop Group D



Solutions Workshop Group E



Wood Green Walking Audit

Haringey Phoenix Group Walking Audit

Haringey Phoenix Group is a local voluntary organisation for blind and partially sighted adults in Haringey and the wider area. In November 2007, the Group undertook their own town centre walking audit. The walking audit was undertaken by three visually impaired people, with differing levels of visual impairment (a totally blind long cane user, a partially sighted symbol cane only user, and a total blind guide dog owner), and therefore different needs. Feedback was also obtained from other partially sighted users of Wood Green town centre.

The comments arising from the walking audit are briefly summarised below:

- Tactile paving at pedestrian crossings needs to extend further across the pavement so that it is detectable by a long cane user or Guide Dog owner;
- Audible signals, functioning rotating cones and yellow 'call/demand boxes' are required at all sides of pedestrian crossings;
- Obstacles on the pavement, such as bollards, trees and bike stands should be made easier to detect. This may be achieved by the inclusion of yellow bands which are easier to see;
- The pavement surface should not be variable so that the tactile surface at a pedestrian crossing can be easily identified;
- The controlled pedestrian crossing outside Mothercare is an example of best practice;
- Several crossings have no rotating cones, and so are unusable by blind people;
- The high volume of pedestrians along the High Road causes congestion, which makes it very difficult for visually impaired people to negotiate; and
- A greater police presence is needed to alleviate the fear of crime.

Stakeholder Meetings

In addition to the consultation events described above, a number of meetings were held with 'key stakeholders' as part of the extended initial consultation to inform the production of the SPD. A total of 17 meetings were held with a wide range of stakeholders, including Council officers, local organisations, community groups and local businesses.

The following stakeholder meetings were completed:

- Michael Thompson, Manager, The Mall Corporation – 4th October 2007
- Mike Halligan, Operating Manager (Wood Green Bus Garage), Arriva Buses – 4th October 2007
- Jenny Privett, Wood Green Shop Mobility – 24th October 2007
- Councillor Pat Egan, Labour councillor for the Woodside ward, London Borough of Haringey – 24th October 2007



Wood Green High Road

Sally Arnold, Bus Stands, London Buses (TfL) - 25th October 2007

- Niall Bolger, Director of the Urban Environment, London Borough of Haringey – 26th October 2007
- Andrew Underwood, Leader Safer Neighbourhoods Team, Metropolitan Police – 26th October 2007
- Len Ray, Area Manager – Enfield & Haringey, Network Operations, London Buses, TfL – 30th October 2007
- Councillor Amin, Cabinet Member for Enterprise & Regeneration, London Borough of Haringey – 30th October 2007
- Alan Kemal, Head of Estates and Tony Hatch, Store Manager, BHS – 30th October 2007
- Peter Akinmejaw, Housing Officer, Metropolitan Housing, Sky City – 30th October 2007
- Mark Crane, Development Manager, LDA – Friday 2nd November 2007
- Maxine Simmons, Officer for Haringey, TfL – Thursday 8th November 2007
- Councillor George Meehan, Council Leader, London Borough of Haringey – Monday 12th November 2007
- Sol Ali, Turnpike Lane Traders Association – Monday 12th November 2007
- Gokay Ucao, Deputy Manager, Cypriot Community Centre and local resident – Tuesday 13th November 2007
- Sarah D'Souza, Head of Strategy and Projects, Haringey TPCT – Tuesday 27th November 2007

It should also be noted that attempts were made to arrange meetings with the following organisations:

- Marks & Spencer;
- Sainsbury's;

- Morrison's; and
- The Council of Asian People.

The following comments and recommendations were made for Wood Green town centre:

- There is a need to change the perception of Wood Green town centre by attracting a higher quality retail offer;
- Reduce the number of fast-food take-aways;
- The replacement of bus lay-by's with bus stop 'clearways' generally received support;
- The bus stops along the High Road need improved maintenance or to be replaced with TfL versions (which would be maintained by TfL);
- The seats at bus stops should face the road, rather than away from the road;
- Ensure that pavement heights are set at the optimum level for buses;
- Reduce the 'rutts' in the High Road;
- Remove some of the traffic lights from the High Road to ease congestion;
- Improved toilet facilities are required for members of the public, and bus drivers at bus stands;
- Increased maintenance is required at the open spaces through the town centre, in order to improve safety and the perception of the spaces;
- The public spaces along the High Road should be improved to ensure that they are better utilised;
- Improve cycle parking provision;
- Locate a new 'Super Health Centre' in Wood Green town centre to improve health care provision;
- An improved maintenance plan is needed to reduce litter and chewing gum throughout the town centre;
- A partial bus-only High Road (or a trial

period) would be generally supported;

- Rationalisation of bus stops within the town centre, and consolidation of bus routes should be investigated;
- Shared-use parking facilities should be encouraged;
- Improve road safety and pedestrian crossing facilities;
- Improve police presence and enforcement throughout the town centre;
- Public realm improvements are required throughout the town centre;
- Street drinking should be reduced;
- Pavement quality needs to be improved to ensure that they are consistently accessible to disabled and wheelchair users;
- Improved linkages are required with surrounding areas to the east (Noel Park) and west (Haringey Heartlands) of the High Road;



Redvers Road

- Ensure that shop entrances are DDA compliant;
- Improve pedestrian crossing facilities for the blind and partially sighted;
- The connectivity offered by Wood Green and Turnpike Lane underground stations should be further promoted; and
- Increase disabled car parking facilities in the town centre;

Additionally, the following place-specific comments and recommendations were also made:

- Improvements to the shop frontages and streetscape are needed along Turnpike Lane;
- Remove or improve the footbridge over the High Road at Shopping City;
- Celebrate the buildings at Wood Green and Turnpike Lane underground stations;
- There are too many licensed premises located around Spouter's Corner;
- Increase the number of Market stalls on Lymington Avenue;
- Move the bus stop located on Lordship Lane (near the junction with the High Road) to ease congestion;
- Relocation of the bus depot is not a possibility;
- Investigate using Bury Road as an alternative route for traffic;
- Remove the cycle lane from the pavement outside Shopping City;
- Divert cyclists along alternative routes to the High Road, such as Bury Road;
- Introduce traffic calming measures on Alexandra Road;
- Make the High Road north of Wood Green station into a red route;
- Additional car parking facilities are required

for the shops and businesses on Turnpike Lane;

- Improvements to safety are required in poorly lit areas with limited natural surveillance, such as Dovecote alleyways, Haringey Passage, Westbury Avenue alleyways and Bury Road;
- The use of Morrison's car park as a cut through route should be stopped;
- Ensure that objects cannot be thrown from the roof of Sky City onto the High Road;
- Public realm improvements are needed at Spouter's Corner. The concept of small areas of open space along the High Road is supported;
- Street furniture should be reduced along the High Road, including the removal of the information boards;
- Improve pedestrian crossing facilities at the junction of the High Road and Gladstone Avenue;
- Ensuring that Turnpike Lane is promoted as complementary to the High Road, and celebrated accordingly;
- The junction of Station Road and the High Road could accommodate a central civic area, containing all of the civic functions;
- The ground and upper ground floors of River Park House should be reconfigured to incorporate alternative uses, such as community uses, which create an active frontage to the building;
- The Library should be redeveloped but remain on the High Road;
- Investigate the possibility to redevelop the BHS store on the High Road;
- Find an alternative use for the Argos service yard;
- Introduce a mural, either on the large wall opposite the bus depot or at the back wall of the cinema;



Alleyway adjacent to Shopping City



Turnpike Lane

- Bury Road Car Park should be redeveloped for alternative uses; and
- Improvements are required to the snooker hall.



Wood Green High Road



Cheapside, High Road

Steering Group Meetings and Wood Green Action Group

Members of the Steering Group include representatives of various teams from the London Borough of Haringey. The first meeting of the steering group took place on the 30th August, where plans for the initial consultation process and the timetable for the SPD were reviewed. Additionally, a workshop session was held in order to understand the main issues which the group felt needed to be addressed by the project. The main findings of this exercise were:

- Problems exist with the linear nature of the High Road, particularly in terms of lack of attractiveness of surrounding streets and a lack of penetration into the High Road.
- There is a clear need to think about linkages with Haringey Heartlands, and wider pedestrian movement. This is particularly important in the context of potential redevelopment of retail areas.
- A clear policy remit is needed for both ends of the High Road – building upon the character areas identified.
- It is important to think about both enabling development, and patterns of reconfiguration.
- There is a need to consider the impact on the town centre of upcoming developments, and developments in the pipeline, including the new school, 10-storey residential development adjacent to Lordship Lane, and new homes in Haringey Heartlands.
- Improvements are being made to the junction adjacent to Wood Green underground station, including the implementation of a new diagonal pedestrian crossing.
- To attract higher end retail uses to Wood Green, it will be important to first improve the physical environment.
- Removal of the pedestrian arch link across the High Road would be desirable.
- Pedestrianisation of the High Road would be desirable. The reduction in noise levels and stress was commented on after the closure of the High Road for a recent event.
- It is particularly difficult to navigate the High Road on foot, using the pavements. There are too many barriers to pedestrian movement, which increase stress levels and make people move aggressive.
- Areas to sit down and relax after shopping would encourage a more pleasant shopping experience. The area adjacent to Turnpike Lane underground station was suggested as a potential location for pavement-type cafes.
- Turnpike Lane underground station was thought to be an asset to Wood Green, and more should be made of it. It was suggested that perhaps the improvements being proposed separately to the station should be integrated into the SPD.
- The cinemas were generally considered to be a valuable asset, and add to the leisure offer in Wood Green.



Wood Green High Road

Additionally, a meeting was held with the Wood Green Action Group, on the 11th September 2007. The Action Group comprised of local stakeholders, including: Council officers; representatives from local residents' associations; the Mall Corporation; and TfL.

The workshop agenda focussed on "The Residents' Top Twenty", which summarises the recommendations of The Wood Green Audit (see above), and a large scale plan of the town centre provided by Urban Practitioners.

The main findings of the workshop were that:

- Support was expressed for the plans to block off the Westbury Avenue / Langham Road junction to create a minipark, with water features and sitting areas.
- New pelican crossings were supported
- Bus stands currently exist on the Buller Road southside footway, although the number of buses attempting to use them far outweighs their capacity. This leads to buses and other vehicles parking on the footway, and disruption for the adjacent sheltered housing, particularly in terms of bus engines constantly running. The nearby bus station was suggested as a more suitable location for the buses to stand. However, contractual problems and the ownership of the garage prevent this from happening. It was suggested that a comprehensive traffic plan should be drawn up for the whole of the town centre
- There is a desire to improve pedestrian movement across the Alexandra Road / High Road junction. It was also suggested that a yellow box should be introduced to reduce the impact that congestion has on vehicles turning right into Alexandra Road.
- It was suggested that there should be a designated person at the Council with overall responsibility for the alleyways.
- A vision is needed for Spouter's Corner. It was suggested that the area should be used

as public open space, and the potential for a subway link from Wood Green Station to surface here should be explored.

- At present although Dovecote Avenue is pedestrianised vans are stationed there for the market stalls, and there is a lack of parking enforcement. The need for cafes and / or bars with outdoor seating provision was backed by the group. It was suggested that perhaps the byelaw which currently prohibits outdoor seating should be amended, to reflect the fact that more space is now available.



Wood Green High Road

Project Website –
www.woodgreenspatialplan.net

A dedicated project website was launched in September 2007. Woodgreenspatialplan.net provides interested parties with information about the SPD. It includes details of:

- SPD objectives;
- consultation arrangements and a summary of the events that have taken place;
- project programme; and
- project team.

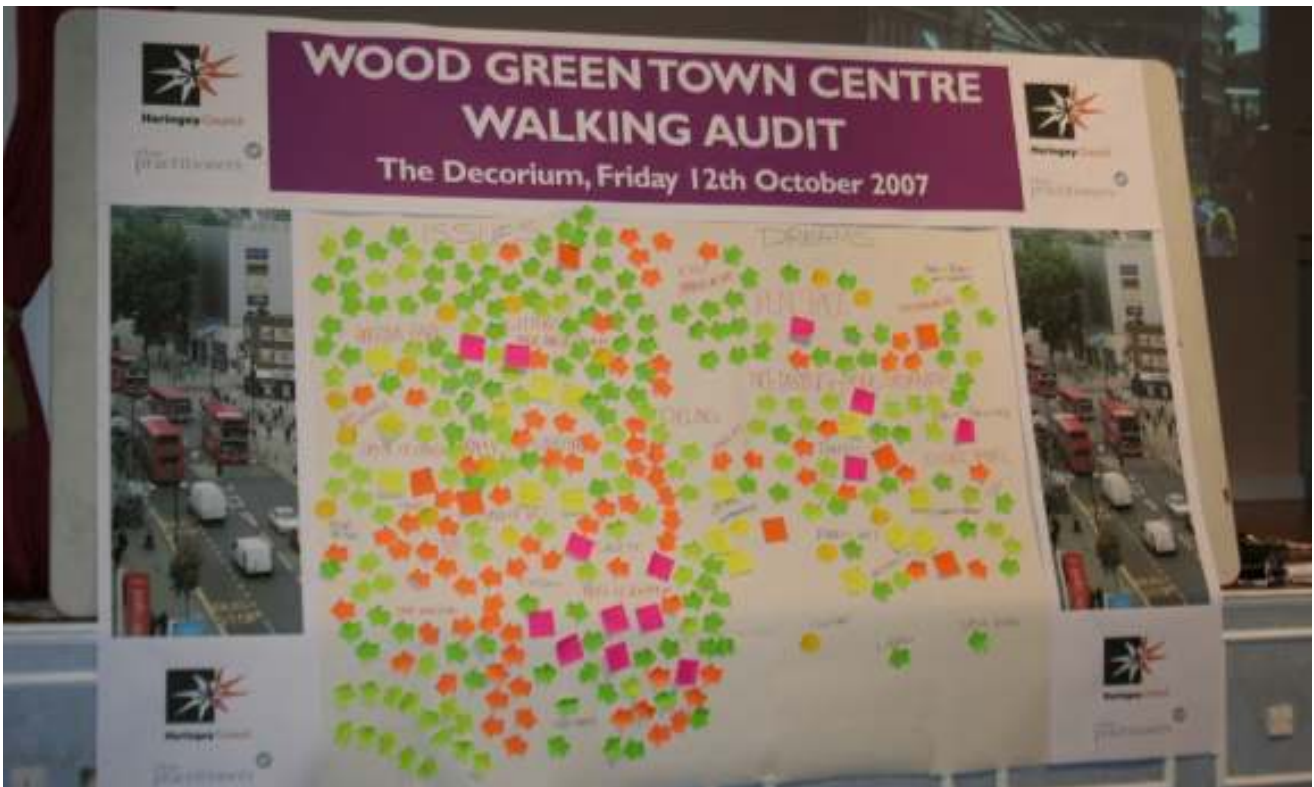
Additionally, the website includes opportunities for people to feedback their views of the town centre and how they would like to see it improved in the future.



woodgreenspatialplan.net - homepage



woodgreenspatialplan.net - comment box



Walking Audit - Issues and Dreams Workshop

Transcription of Comments from Issues and Dreams Workshop

ISSUES

Park

- Rubbish not cleared from protective grills around trees
- Park very often empty. Needs to be promoted / lifted
- Should make more of the park opposite Decorium
- Green area not planted or maintained in Martins Walk. Needs planting up.
- Sky City – lack of greenery / quality open space for children
- Park outside Decorium/Wood Green Common – several bins overflowing and cans scattered in what could be a lovely space
- More landscaped or green areas
- Rose garden maintenance
- Green maintenance

Shops

- Carphone Warehouse building awful
- Shop fronts – Shopping City / High Road, many in bad condition
- Library shopping arcade ‘very ugly’
- Too many cheap shops (£1) in High Road
- Poor quality retail offer
- Old Kwiksave space and courtyard very poor
- High Road – BHS building is ugly – knock it down. Remainder of High Road has attractive buildings
- Wood Green High Road, especially

Shopping City and flats above, are very very ugly, especially modern buildings

- Shops tail off to Turnpike lane
- Ladbroke's shop front in dire need of repainting
- High Road – quality of shops?

Shopping City

- Shopping City – ugly building, poor shop fronts, high proportion low end, cheap shops
- Shopping City signage – neon lights look cheap and tacky
- Shopping City – poor backside
- Contrast between Victorian houses and Shopping City is too stark
- Architecture of Shopping City is extremely imposing
- Use of rear of Shopping City as public toilets
- Mayes Road entrance to Shopping City looking a little scruffy (canopy, columns, recessed doors, urine)
- Unattractive rear entrance to Shopping City on Mayes Road

Safety

- Martins Way – alcoves ominous at night
- Bury Road – poor pedestrian route – unfriendly with bad paving. Avoid at night
- Bus stops outside BHS and Halifax in High Road facing wrong way (away from road) making unsafe in darkness
- Alleyways – dangerous not overlooked around Shopping City at back

Public Realm

- Some lamp columns don't match
- Too many types of bollards
- All different types of guard rail
- Mayes Road – inconsistent street furniture (bollards)
- Cement bollards horrible
- Street clutter – BT bollards, large box at junction of Wood Green High Road / Lordship Lane
- Too much street furniture
- Unnecessary bollards on Martins Walk
- Unnecessary bollards on footway on west side of High Road
- Too much guard railing by toucan crossing on High Road
- Excessive guard railing at Mayes Road by Hornsey Park Road
- Banners on lamp posts are unsightly
- Outside of library banner poles are 'very tatty'
- Tired notice board outside Boots
- Lack of waste bins in the area
- Need for more trees around High Road
- Hanging baskets on lamp post too small to notice
- Unnecessary duplication of street name plates of Mayes Road by Park Ridings
- Too many street signs not used
- Stainless steel bollards look nice, but dangerous for blind people
- Toilet on High Road – horrible black colour
- No need to advertise McDonalds on lamp posts – adds to clutter and spoils the view.
- One side of the street lamp standard banners could be used to ask people not to

litter, etc.

- Banners should promote area, not one shop
- Information boards outside Boots could be used to request people not to drop litter; not to throw gum
- Poor aspects for houses on Noel Park – back wall
- Unattractive forecourt of Duke of Edinburgh pub unnecessarily close to indoor play area

Maintenance of public realm

- Keep Wood Green Common as it is – but better maintained!
- Bus stops need to be cleaned on High Road
- Streets need regular wash
- Street furniture – poles with no signs on
- Bent road signs
- Tatty/dirty street furniture
- Maintenance of street furniture
- Control boxes at foot of lamp-posts vandalised and lids/doors removed
- Rubbish in bags by litter bins and street furniture
- Graffiti
- Graffiti tags on walls should be speedily removed
- Bus shelter glass roof should be cleaned
- Chewing gum/paving sides are uneven and dirty
- Base of trees need to be cleaned/weeded
- Removal of growing weeds along buildings
- Mayes Road Shopping City – cigarette butts
- Untidy rear entrance to shopping mall on Mayes Road
- Caxton Road – fire exit is disgusting, cans, urine

- Alleyway by library needs deep clean at least once a month
 - Martins Walk – recessed doors of Boots – stench and used as toilet. Awful!
 - Martins Walk – nice to see new lighting, shame about the walls
 - Alcove spaces along the backs of Bury road are used as urinals and not washed down regularly
 - Trees not part of town centre design
 - Shopping trolleys everywhere
 - Shopping trolleys abandoned on the pavement
 - No signage to Ally Pally
 - Road works barriers left on street
 - Appearance of what can be seen at the side of the library shopping arcade is ugly
 - Pink wall in Caxton Road is garish
- Better use of public realm**
- Plaza outside cinema too large and unstructured or landscaped
 - Concord area outside Nandos/cinema is wasted
 - Front of library centre needs to be redone
 - Under utilised space outside library shopping arcade
 - Do something – anything! – with the library forecourt!
 - Do something about the Central Library. It looks like it's got leprosy
 - Frontage of library looks unsightly
 - Lymington Avenue – 'wasted space'
 - Hollywood Green has pleasantly designed frontages, the sides and rears are appalling
 - The wide space between Portman House and the Shopping City is a dreadful example of planning neglect
 - Back of library/post office – alleyway feels unsafe, unattractive building
 - Back of Morrisons is a disgusting example of planning neglect
 - Wasted area outside Hollywood Green. Could move bus stops back which would unclog roads.
 - Mayes Road alcoves – back of Shopping City is ugly. Bitty cycle paths and cycling on pavements
 - Rear of Shopping City / Martins Walk – design out toilet areas
 - Alleyway by library – doorways used as toilet, horrible smell.
 - Dead space and ownership of area between Pizzahut and "Prestige Design"
 - Unattractive shopping centre wall facing onto Martins Walk
 - Views of unsightly corrugated plastic roof behind Morrisons at corner of Lordship Lane and High Road
 - High Road / Caxton Road alley – sight lines and recessed doors – improve visibility?
 - Green triangle - replant bulbs in Martins Walk all along the side
 - Streetscape unattractive, with too little greenery/landscaping
 - Murphy leaving rubbish and equipment on the pavement in high road
 - Street level frontage of River Park House is dismal and wretchedly maintained
 - Bury Road loading bay parking is not enforced
 - Bury Road loading bay, cars parking
 - Bury Road – back of shopping centre feels like prison walls, no sense of access to town centre
 - Morrisons frontage – a hole in the street

profile. Redevelop it, 4-5 storeys

- Blank wall of house at start of Bury Road looks too stark
- Stark contrast in architecture on Bury Road
- Short cycle tracks useless (see junction with Coburg Road and outside library)
- Nowhere to sit and take time out in an open space seating area!
- Lack of coherence in town centre. Vibrant, but noisy, smell and dirty
- More accessible to Town Centre Manager
- From Station Road no entrance into Wood Green Common
- Contrast between well maintained buildings and poorly maintained
- Buildings look like mismatch
- Block (flats?) over shops “Meade” and “Shekhana” in bad condition, looks unsightly
- Drainage on the High Road under the bridge area
- Lymington Avenue is sterile
- Very linear – nowhere to wander or escape
- Bury Road car park is a mess
- Bury Road – open backs of Sainsburys and M&S
- Post office hidden
- Mall cut off
- Rubbish bags over streets
- Bus shelter dirty
- Martin Walk mural – good, but could be improved

Litter

- Cleaning needed on Martins Walk
- Thorough sweep and clean of Martins Walk required (leaves, rubbish, urine)
- Lots of litter, gum, cigarette butts etc on the street
- Chewing gum and cigarette ends widely scattered on the pavements, along with general litter
- Litter Shopping City (back), Mayes Road
- Litter on street all around Station Road and on High Road going towards library.
- State of pavements - gum
- Litter and fly-tipping gives the town centre a poor image
- High road – litter?
- Cigarette butts trapped in paving blocks rear of Shopping City

Roads and pavings

- Road surface between crossing from Argos (approx.) to Library shopping arcade is undulating
- Pavements are old and require work. Hazard!
- Damaged paving in Martins Way
- Plenty of chewing gum on pavements
- Poor road/path surfacing (Mayes Road)
- Road marking all faded/worn
- Zebra crossing corner of Mayes Road is dangerous and holds up traffic
- Coburg Road junction treatment is good, but entry treatment should carry further across junction
- I like the informal pedestrian crossing outside Lloyds Bank. Vehicles DO stop. 20 mph limit is important

- Berners Road crossing point is dangerous and should be narrowed
- Mayes Road – Damaged paving slabs due to vehicle overrun
- Mayes Road junction with Park Riding ... pedestrian crossing
- Front of library has good paving
- Poor parking – not wide enough and uneven
- Pavements maintenance outside River Park House
- High Road near Gaumont Palace – Pedestrian crossing point should either be zebra or pelican
- Not good crossing facilities near tube station
- Crossing needed at junction of Mayes Road and Station Road (where people need to cross)
- Pavements aren't wide enough
- Station Road opposite Riverside House has dreadful pavement surface outside shops
- Upgrade footway surface on High Road
- Pavement needs attention in Alexandra Road
- High Road – unevenness of pavements
- New pelican crossing near library. Road in a very dangerous state for pedestrians
- Pavements on Station Road south in a dreadful state at junction
- Uneven roads are dangerous when crossing
- Pedestrian crossing in wrong location – needs to be moved to junction with Station Road
- Mayes Road junction with Caxton Road – improve pedestrian safety
- Mayes Road outside Iceland – upgrade pedestrian crossing path
- Open up Bury Road as an alternative route
- Broken and uneven pavement at junction of Wood Green High Road / Lordship Lane
- Surfaces uneven
- Pavements on High Road
- Lack of footways on south side of Caxton Road / Parkland Road, ad hoc patch up
- Improve pedestrian crossing at Mayes Road junction with Park Riding
- Light controlled pedestrian crossing needed to Iceland store

Specific places

- Nice open space with benches Mayes Road/Hornsey Park Road junction
- More trees/greenery on Bury Road
- Dark alley at night – Martins Walk
- Noel Park Road/Lymmington Avenue ripe for development. Big contrast in design and type of building
- Hollywood Green – potential hotspot, but can be intimidating because youths gather there
- Cobourg road should go through to high road
- Lymmington Avenue – better use up market market
- No through route between Town Centre and Mayes Road

Bus nuisances

- Buggies, wheelchair, heavy shopping, buses
- Buses going down Gladstone Avenue damaging 100 yr old houses
- Bus stands in Redvers Road outside sheltered housing with engines running
- No toilet facilities for bus drives. Have been seen dropping bottle of urine out of window of bus
- Morrisons bus stop is 'unmaintainable!'

Traffic

- Rear of Shopping City and Mayes Road very poor infrastructure
- Heavy traffic, large lorries, Mayes Road
- Traffic heavy though shopping area. Pollution, noise.
- The unpleasant smell of vehicle exhaust pervades the air
- Re-route vehicles from High Road on to Bury Road. Consider one way system
- Mayes Road has heavy volume of traffic even in off-peak
- Traffic dominates – noise and smell
- Too much traffic
- Too much traffic
- Noise from traffic
- Bus stop on Lordship Lane leads to congestion – not enough space for pedestrians, it's a bottleneck
- Lordship Lane east-bound bus stop appallingly congested
- Traffic flow into and out of Wood Green problematic
- Traffic congestion on corner of Lordship Lane and High Road
- Traffic jam, road works
- Gladstone Avenue junction is very dangerous for pedestrians
- Too many road work improvements at once
- Cost of parking is too expensive. Also the restrictions are up to 10pm at night in the centre of Wood Green
- Too much front garden parking on Caxton Road
- The intrusive traffic big lorries etc., has to be solved at Wood Green High Road at Wood Green Station. There is too much pollution

- Cyclists coming through alleyway by the library are a danger to pedestrians

General

- Needs more cafes and less fast food venues
- Orientation of new store – will it face onto Mayes Road to “include” heartlands?
- Station Road – very poor design quality of the new developments
- No's 38 /46 and pub the Jolly Angler are completely dwarfed by Riverside House and Eclipse House
- The way the whole town centre has its back facing Heartlands
- Grim and grey – no colour
- More consideration given to local residents' needs by planners
- Bury Road is functional, it is neither residential or commercial
- Lack of access (public) to shops via Bury Road
- Mayes Road o/s Ladbroke's – ineffective linear drainage
- Lock-up garages poorly maintained
- Too many styles of buildings rubbing shoulders – continuity?
- Exterior of library needs renovating
- Umoja House detracts from area
- Better connection to Ally Pally, more intuitive
- Back fences unattractive
- Why no market?
- Too much concrete! Unfriendly area
- Lighten up area – for local residents – painting walls, murals/paintings
- High road noisy and polluted
- Unsympathetic new developments with older

houses

- Bustling shopping street – range of shops and styles of building
- Scaffolding - shops to let – not a planned space
- Old fronts of buildings very nice but not used
- Too many people
- River Park house is a disaster!
- High Road North – join the throng! No time to look up at the facades, the old Wood Green Cinema Theatre etc.
- Very Noisy
- Mayes Road – lots of offices and services
- How stop mall being so ugly?
- Recessed fire escapes, toilets
- N.B. Most or all of the issues have been well documented in the Wood Green Audit produced by local residents associations
- Service area
- Public transport on Mayes Road
- Attention needed when Western Road becomes part of Spine Road
- Balconies Shopping City flower boxes
- Better PR from The Mail Team to HFH

DREAMS

Green

- There should be recycling on the High Road
- More trees down streets (Bury Road, Wood Green High Road)
- Roof garden on top of library centre
- More open and greener space
- Lymington Avenue is potentially a very nice place to sit
- Greener space
- More greenery
- Convert Spouters Corner into a magnificently designed open space with plenty of greenery
- “Green” Mayes Road
- Park area needs work to promote better usage by local people
- More trees and shrubs in Wood Green
- Cleaner streets and air
- Tidy grass strip of Martin Walk
- More trees

Community projects

- A sense of things going on – some kind of cultural offer
- Public art projects
- Install artwork at Lordship Lane on Hollywood Green’s blank cliff wall
- Space for community stalls/events – extend from library into space in front
- Introduce art to Shopping City – sculpture, needs softening

Public realm improvements

- Paint murals to brighten wall above Bury Roads
- More decorative lighting down Lymington Avenue N22
- Morrisons open space should be completely pedestrianised
- Improve lighting at junction of Mayes Road / Hornsey Park Road
- CPO and demolish the ‘Turkish Radio Building’ at Library Square. Make into a welcoming high quality open space
- Force owners to properly maintain this art deco building. If not – C.P.O . it!
- Remove all pavement up lights
- Remove light tubes outside Boots – no purpose!
- Would like to see an area that looks more inviting – very noisy
- vehicles
- Close off High Road
- Get rid of all the random toilets around the back of Martins Walk
- Remove railings on Mayes Road / Hornsey Park Road junction
- Reduce street furniture clutter on High Road
- Easy maintenance street furniture, to include cigarette disposal bins
- Utilise the park on the corner of Mayes Road better, more facilities to encourage people to sit and have their lunch
- Café society on High Road
- Ideally Yorkstone paving where possible and practical
- Create quiet zones in Shopping City, green, seated areas. Currently so noisy and stressful

- Street art – sense of place
- Library needs a facelift – area outside could be used as a bus stop to reduce congestion outside “Topman” and “Greggs”.
- Concord areas along the High Road are to be put to better use
- Redesign frontage of Wood Green Tube Station
- Reduce noise and pollution levels
- Buildings are very dated and require work to modernise. Council buildings are biggest issue
- Café culture – attractive frontage/landscaping, tables and chairs on street
- Create attractive streetscape for Shopping City – planted areas, water features, seating
- Remove Shopping City overbridge
- Reduction and rationalisation of street furniture
- The southern side of BDH in Wymark Avenue with its street clutter, rubbish, depressive facia should be redesigned
- Much more cleaning of the roads and buildings. More safety around cinema building. Spouters Corner very uninspiring
- Convert Grade 2 listed building Gaumont Palace into an arthouse cinema and theatre
- More public toilets
- Clear the drains on Wood Green High Road
- Clean around all buildings (the centre, the library)
- Ensure retention of some older buildings to break up modern blocks
- Keep historic buildings
- More public toilets
- “Spine” road will lead to high class development in Heartlands

- Posters asking people not to drop litter, chewing gum and spit
- Real squares
- Put the “civic” on the street
- Much more cleaning of the roads and buildings

Safety

- Improve cycling safety
- Camera needed on the corner of Bury Road joining onto Wymark Avenue facing down Bury Road and in Ducketts Common
- Better lighting in Ducketts Common N8, so it can help prevent anti-social behaviour and crime
- More surveillance down Bury Road for anti-social behaviour and mugging
- Have a street enforcement team always based in Wood Green
- More safety around the cinema building

Traffic

- Pedestrianisation of the High Road, perhaps only with access for buses
- Pedestrianise High Road (buses only)
- Wider pavements along High Road
- Repave whole High Street – chewing gum!
- Buses only on High Street
- All buses except 243 route to be taken away from Redvers Road
- Clear safe routes
- Wider roads
- Remove cars from Station Road and High Road, buses and taxis only.
- Station Road should be for pedestrians only – maybe trams could link Wood Green to

Manor House?

- Pedestrian area outside Wood Green Tube Station should have more space
- Improved traffic flow into and out of Wood Green
- Fully pedestrianised – no traffic in main areas
- Cut down traffic on Hornsey Park Road – it is terrible for residents
- The junction of White Hart Lane with High Road opposite Civic Centre needs a mini roundabout or lights. It is very congested am and pm.
- Wide bike lanes given priority
- Reduce numbers of buses through Shopping City from bus depot
- Traffic free Wood Green High Road. Cycles and pedestrians only or with ultra light transit light rail
- Pedestrianised Wood Green High Road or at least only buses
- Pedestrianise (some parts)
- More cycling and pedestrian friendly routes
- Availability of gym and a swimming pool
- Car free days and less traffic
- Possibility of one-way system on High Road
- Wider pavements

Shops

- All shop units occupied
- Market stalls and food stalls with local food and producers at Shopping city
- New store will provide anchor for the shopping centre as a whole and frontage into the Heartlands
- Shopping centre south – clean glass missing
- Knock down library and replace with

piazza/new buildings to open up access to rear

- Encourage more independent shops
- Lack of cafes
- More upmarket clothes shops
- Better route into Mall via Mayes Road
- Pedestrianise Shopping City
- Park & ride for Shopping City
- Healthy food outlets to replace junk food outlets
- More fresh fruit and vegetable outlets
- Flatten Shopping City. Rebuild in a design such as Brent Cross

General

- More joined up between agencies
- Proper enforcement of littering and car parking offences
- The library needs separate units and should be modernised to promote usage and encourage young people to go in
- Modernise, modernise, modernise!
- A socially responsible public
- Area has lots of refugees passing through while in temporary accommodation. There is no civic pride in keeping area nice and safe!
- Cleaner and safer initiatives – businesses to take responsibility
- Make a physical and economic link to the Law Court and its jobs
- Mayes Road office cluster

Positive comments

- Goose and Granite Pub has a pleasant design. Is it locally listed?
- Refurb of residential around Mayes Road is impressive
- Good amount of Green space, Station road
- Some good architecture – old art deco cinema etc., could be made better use of
- Wood Green Station – brilliant design. Should be Grade 2 listed
- Attractive front walls on housing on west side of Mayes Road

Key Findings

The following table assesses the key proposals and recommendations arising from the review of the evidence base and the extended initial consultation to ascertain the degree of support for each. The darker shading represents a greater degree of support for each proposal and recommendation.

This enables the identification of the 'key' proposals and recommendations (those identified by more than one source), and the development of objectives and a vision for Wood Green town centre.



Wood Green Walking Audit

Evidence Base and Consultation Summary

	Wood Green Spatial Plan	Wood Green Audit	High Street Consultation	Walking Audit	Stakeholder Meetings	Steering Group & Action Group Meetings
Proposals and Recommendations						
1. Emphasise tube stations as landmark buildings of architectural quality		X			X	X
2. Consolidate bus stops and bus routes				X	X	
3. Encourage cyclists to use alternative routes to the High Road					X	
4. Encourage shared-use parking					X	
5. Ensure pavement heights are the optimum level for buses					X	
6. Ensure that shop entrances are DDA compliant					X	
7. Find an alternative use for the Argos service yard					X	
8. Improve cycle parking provision			X		X	
9. Improve lighting in poorly lit locations and alleyways	X	X		X	X	X
10. Improve linkages with surrounding areas to the east and west	X				X	X
11. Improve maintenance of bus stops		X		X	X	
12. Improve maintenance of open spaces		X		X	X	
13. Improve pavement quality and disabled accessibility		X		X	X	
14. Improve pedestrian crossing facilities for the visually impaired				X	X	
15. Improve pedestrian crossing at Gladstone Avenue	X	X			X	
16. Improve police presence and enforcement	X	X		X	X	
17. Improve provision of toilet facilities at bus stands				X	X	
18. Improve street maintenance	X	X	X		X	
19. Improve the public realm at the corner of Lordship Lane and High Road	X	X			X	X
20. Improve shop frontages and streetscape in Turnpike Lane					X	
21. Improve shop frontages on the High Road (south)	X	X				
22. Increase community facilities			X			
23. Increase disabled car parking facilities					X	
24. Increase greenery along the High Road	X	X				X
25. Increase market stalls on Lymington Avenue					X	
26. Increase pedestrian safety	X	X		X		X
27. Increase provision of public toilet facilities		X		X	X	
28. Increase the amount of pedestrian crossings		X				X
29. Increase utilisation of open spaces			X	X		
30. Increase utilisation of public spaces along the High Road	X		X	X	X	
31. Introduce a festival for Wood Green			X			
32. Introduce a higher quality retail offer	X			X	X	
33. Introduce a mural		X			X	
34. Introduce a red route north of Wood Green station					X	
35. Introduce additional car parking facilities for Turnpike Lane					X	
36. Introduce pavement cafés	X	X				X
37. Introduce small areas of open space along the High Road		X	X	X	X	X

Evidence Base and Consultation Summary (cont.)

	Wood Green Spatial Plan	Wood Green Audit	High Street Consultation	Walking Audit	Stakeholder Meetings	Steering Group & Action Group Meetings
Proposals and Recommendations						
38. Introduce traffic calming on Alexandra Road					X	
39. Limit access to the High Road for private vehicles				X	X	
40. Locate a new 'Super' Health Centre in the town centre					X	
41. Relocate the Lordship Lane bus stop				X	X	
42. Promote a central civic area around Wood Green station					X	
43. Promote character areas and complementary role of Turnpike Lane					X	
44. Promote the high levels of public transport accessibility					X	
45. Reconfigure Shopping City	X					
46. Reconfigure ground floors of River Park House to create active frontage	X	X			X	
47. Redecorate Gaumont Palace		X				
48. Redevelop Bury Road Car Park for alternative uses					X	
49. Redevelop the BHS store and surrounding buildings	X	X			X	
50. Redevelop the Library	X			X	X	
51. Reduce 'rutts' in the High Road					X	
52. Reduce fast-food take-away's					X	
53. Reduce licensed premises at junction of Lordship Lane and High Road					X	
54. Reduce street drinking					X	
55. Reduce street furniture along the High Road	X	X			X	
56. Reduce traffic lights on the High Road					X	
57. Refurbish the Library		X			X	
58. Refurbish the Snooker Hall					X	
59. Remove bus stands from Buller Road		X		X		X
60. Remove cycle lanes from pavement areas		X			X	
61. Remove or improve the footbridge over the High Road					X	
62. Renew bus stops and ensure that seats face the road				X	X	
63. Replace bus lay-by's with bus stop 'clearways'					X	
64. Shopping City façade enhancements	X					
65. Stop objects being thrown from Shopping City / Sky City		X			X	
66. Stop the use of Morrison's car park as a through route					X	

Objectives

Following the review and analysis of the evidence base and extended initial consultation work, the following objectives have been developed for Wood Green town centre:

- 1) **Accessibility** - To enhance *accessibility* into and around the town centre for all members of the community;
- 2) **Character Areas** - To encourage the retention and enhancement of the distinctive *character areas* within the town centre;
- 3) **Sustainability** - To promote a *sustainable* future for Wood Green town centre, which ensures that the needs of the present generation are met without compromising those of the future;
- 4) **Public Realm** - To improve the *public realm* through the town centre and to create a more pleasant pedestrian environment;
- 5) **Congestion** - To reduce *congestion* in the town centre and promote the use of sustainable means of transportation;
- 6) **Building Quality** - To conserve and restore *high quality buildings* within the town centre, and encourage appropriate development which respects the local environment and is of the highest standards of sustainable design;
- 7) **Retail** - To develop the range and quality of the *retail offer* within the town centre;
- 8) **Open Space** - To improve the quantity, value and usage of *town centre open spaces*;
- 9) **Safety** - To increase *safety* within the town centre, improving the confidence of visitors and users, and facilitating the development of a more *positive overall perception* of Wood Green as a destination;
- 10) **Leisure and Community Facilities** - To encourage the development of *appropriate leisure and night-time economy uses* in the town centre and develop town centre

infrastructure and amenities; and

- 11) **Employment** - To increase the range and quantity of *employment opportunities* within the town centre.

In addition to these eleven objectives, there is a significant need to provide a range and quantity of **housing** which is appropriate for the town centre location. This was not frequently identified through the consultation work or review of the evidence base, but will be an important policy consideration.

Priority Proposals and Recommendations

It has been possible to identify the *priority proposals and recommendations* arising from the review of the evidence base and the consultation work. These are the proposals and recommendations identified by multiple sources.

The priority proposals and recommendations are summarised in the following table.

Priority Proposals and Recommendations

Proposals and Recommendations	Accessibility	Character Areas	Sustainability	Public Realm	Safety	Congestion	Leisure & Community Facilities	Retail	Open Space	Building Quality	Employment
1. Emphasise tube stations as landmark buildings	X	X	X			X	X			X	
2. Consolidate bus stops and bus routes			X			X					
8. Improve cycle parking provision	X		X			X	X				
9. Improve lighting where necessary	X			X	X						
10. Improve linkages with surrounding areas	X				X	X		X			X
11. Improve maintenance of bus stops			X	X			X				
12. Improve maintenance of open spaces				X	X		X	X	X		
13. Improve pavement quality	X		X	X	X			X			
14. Improve crossings for visually impaired	X				X						
15. Improve crossing at Gladstone Avenue	X				X						
16. Improve police presence and enforcement					X			X			
17. Improve environment at bus stands				X			X				
18. Improve street maintenance		X		X	X			X			
19. Improve public realm at Wood Green Station		X		X			X	X			
21. Improve shop frontages on High Road		X						X		X	
24. Increase greenery along the High Road			X	X				X	X		
26. Increase pedestrian safety			X		X			X			
27. Increase provision of public toilet facilities				X			X	X			
28. Increase the amount of pedestrian crossings	X		X		X						
29. Increase utilisation of open spaces			X	X			X		X		
30. Increase utilisation of public spaces		X		X			X	X			
32. Introduce a higher quality retail offer								X			X
33. Introduce a mural		X		X							
36. Introduce pavement cafés		X		X			X	X			
37. Introduce open spaces along the High Road		X	X	X			X	X	X		
39. Limit vehicle access to the High Road		X	X	X	X	X					
41. Move the bus stop on Lordship Lane						X					
46. Create active frontage to River Park House		X		X	X		X	X			
49. Redevelop the BHS store		X						X		X	
50. Redevelop the Library		X					X	X		X	
55. Reduce street furniture along the High Road	X			X	X	X					
57. Refurbish the Library		X					X	X		X	
60. Remove cycle lanes from pavement areas					X	X					
62. Renew bus stops	X		X	X		X	X				
65. Stop objects being thrown above High Road					X						

The table analyses the priority proposals and recommendations by the objectives identified. This demonstrates the relevance of the objectives to the priority proposals and recommendations, and enables the identification of cross-cutting themes.

The town centre vision and objectives have been used to develop the strategic and area specific guidance contained in the SPD.

