

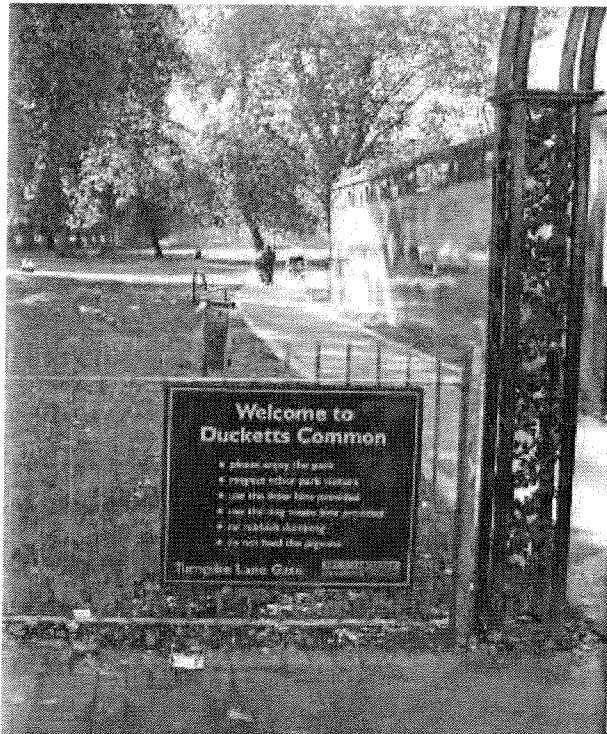
Figure 5.1 - Wood Green Town Centre Retail Circuit

Open Spaces

The Council will encourage the introduction of a network of small open spaces along the length of the High Road (see Figure 7.32 below) in order to improve the town centre public realm. A network of open space may also contribute to improvements in biodiversity and help to combat some of the heat island effect in the town centre.

Improved maintenance arrangements for existing open spaces and facilities in the town centre, including Ducketts Common, will be sought. This will improve the provision of publicly accessible open space and increase the quality of leisure provision in close proximity to the town centre.

New developments within the town centre must have regard to the preservation of existing trees, ensure that the overall number of trees is increased, and should not result in an overall net loss of open space.

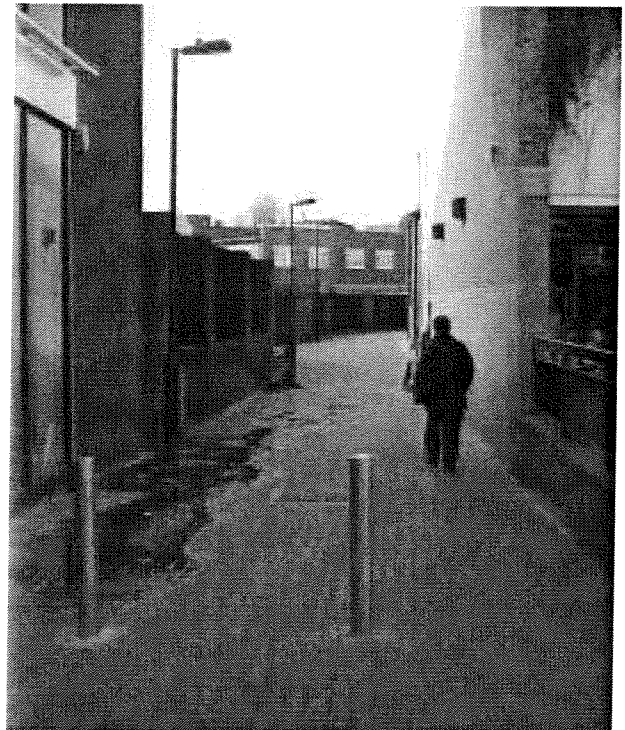


Entrance to Ducketts Common

Safety and Security

Improved lighting and natural surveillance of open spaces, other through routes and alleyways in the town centre will be encouraged to increase safety and usage. Additionally, the Council encourages opportunities to design-out crime in all new development, and will encourage designers and developers to work with the Crime Prevention Department where necessary.

The promotion of active frontages, a mix of uses and a high quality public realm will help ensure the optimum level of natural surveillance. Opportunities to increase police and community support officer presence will be sought in order to promote the safety of residents, visitors and local businesses.



Alleyway adjacent to the Library

Leisure, Community and Health Requirements

Leisure and community facilities in the town centre include Wood Green Central Library, two cinemas, pubs, clubs and community centres. However, the Council is in favour of the development of a greater range and quality of evening economy uses, particularly to the south of Shopping City along the High Road.

The development of restaurants and cafés would help to develop the town centre as a more attractive destination in its own right, attract a greater range and quantity of visitors to Wood Green, and encourage visitors to stay for longer. The provision of a greater range and quality of facilities in Wood Green would also help to promote sustainability, by enabling visitors to undertake their shopping and leisure activities in one location. Additionally, street cafés and outdoor seating areas would help to improve the overall quality of the environment and the ambience of the town centre. By-laws which currently restrict and prohibit on-street seating areas should be reviewed and amended.

Haringey TPCT's primary care strategy sets out a vision for the future development of primary and community health services in Haringey. Primary care provision is currently variable in quality, fragmented and in many cases provided from inappropriate and poor quality premises. Provision in Central Haringey is underdeveloped. The strategy identifies the Wood Green/Turnpike Lane area as being suitable for the development of a super health centre/polyclinic facility that would be the focus for provision of health services for local residents and potentially offer other services borough-wide for Haringey.

Employment

The majority of employment in Wood Green town centre is retail and office related, with the London Borough of Haringey being a major employer. Additionally, the Cultural Quarter and Chocolate Factory to the west of the town centre houses a large number of cultural and creative small businesses. Opportunities to develop linkages and create associated employment opportunities in the town centre will be promoted, in association with improved east to west linkages between the town centre and Haringey Heartlands.

Opportunities to increase the range and quantity of the employment offer in the town centre will be encouraged, in accordance with the Haringey Guarantee (London Borough of Haringey, 2007) and the Worklessness Position Statement (London Borough of Haringey, 2007).

Additionally, opportunities to reduce local levels of unemployment will be maximised by ensuring that local people benefit from job creation in Wood Green, and through the provision of appropriate training programmes and facilities.

Sustainable Development

As a result of high Public Transport Accessibility Levels (PTAL), and convenient access to a range of housing, employment, shops, community facilities and other services, Wood Green town centre presents significant opportunities for the promotion of sustainable development. New development in the town centre must adhere to sustainable development principles and promote high density, mixed use development, offering pedestrian access to the town centre and public transport. The Council will promote car free residential development in the town centre.

The utilisation of sustainable urban design will be encouraged where possible, through energy efficient design and the incorporation of renewables. New development in Wood Green town centre will be expected to demonstrate how it will respond to the adaptation challenge of climate change by:

- utilising renewable energy sources;
- minimising emissions of carbon dioxide;
- promoting opportunities for decentralised heat and energy; and
- undertaking an energy assessment where necessary.

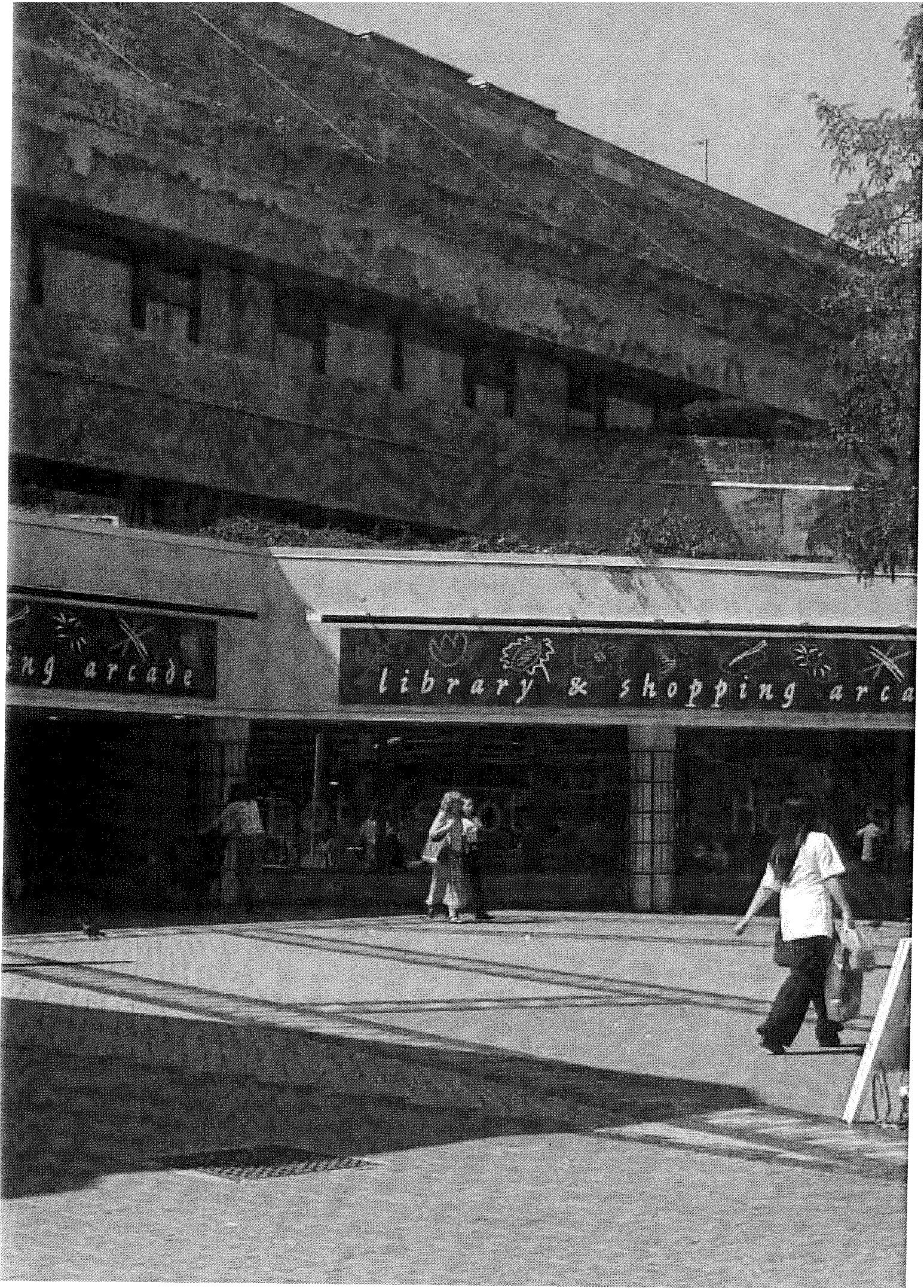
Development should also include measures to promote the use of sustainable modes of transportation, such as cycle parking facilities, and opportunities to enhance on-street recycling facilities will be supported by the Council.

Residential communities will be characterised by a mix of tenures and unit sizes, and natural resources in the town centre, such as the Moselle Brook will be protected.

Planning Obligations

Planning obligations will be secured in Wood Green town centre for a range of purposes, including:

- affordable housing provision;
- educational needs generated by new housing development;
- employment training programmes;
- environmental infrastructure;
- health and community facilities;
- policing facilities;
- public transport and off-site highway improvements; and
- heritage assets, their settings and other historic features that contribute to the quality of the townscape.



6 Movement and Accessibility

Introduction

As part of the preparation for this SPD, discussions have taken place with Transport for London (TfL) in order to establish proposals relating to movement and accessibility in Wood Green Town Centre.

This has enabled the development of movement and accessibility proposals which relate to:

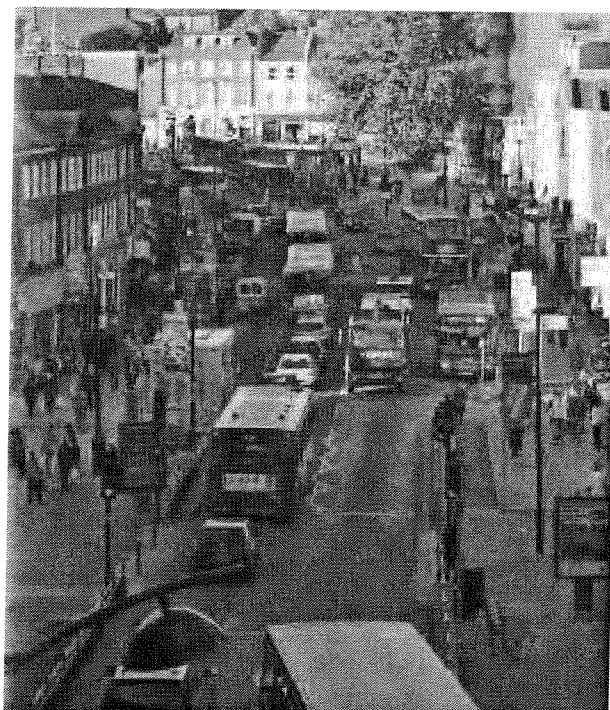
- Linkages;
- Buses;
- Car parking;
- Cycling;
- Road layout;
- Mobility;
- Safety;
- Loading and deliveries;
- Taxi provision; and
- Sustainability.



High Road bus stop

Linkages

- Opportunities to improve **east to west linkages** through to Haringey Heartlands and the residential hinterland, will be encouraged. Any future proposals for redevelopment to the west of the High Road, particularly those involving the Library or Shopping City, will be particularly encouraged to improve pedestrian linkages through to Haringey Heartlands. Additionally, the Council will promote smaller scale improvements to existing alleyways and through routes in order to increase their usage. Specific improvements relate to the lighting, maintenance and appearance of alleyways in order to improve safety and the quality of the public realm.
- The **improvement of local sign-posting** will be encouraged to increase pedestrian footfall into the town centre, and to reduce private



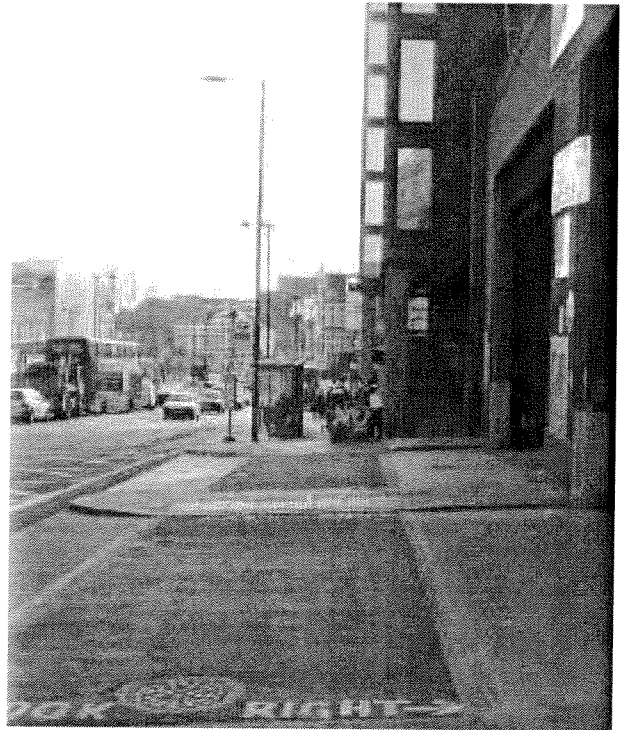
Buses on the High Road

car usage. The Council supports the London-wide Legible London Walking Project.

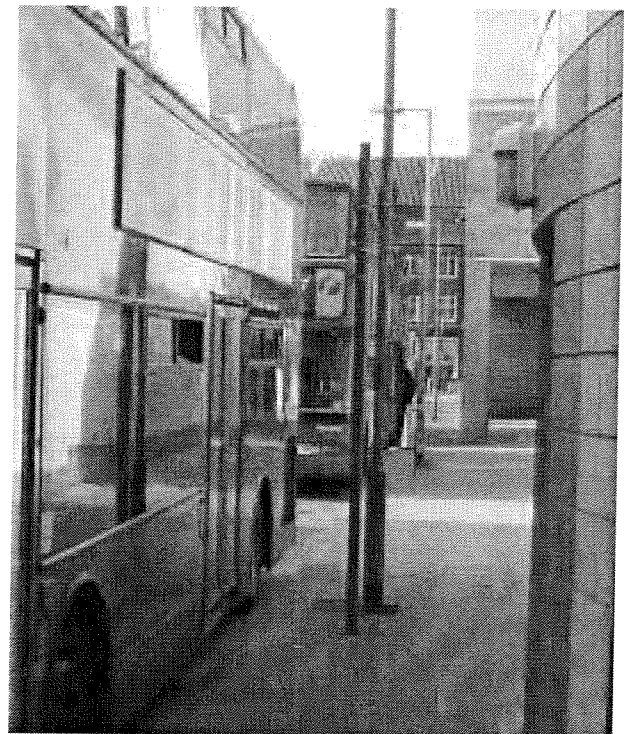
- The Council will encourage the development of a **network of green spaces** along the High Road in order to improve the public realm in the town centre (see Figure 7.32).

Buses

- **The Council will encourage the replacement of bus lay-by's with bus stop clearways.** This will reduce barriers to pedestrian movement along the High Road, by increasing the width of the pavement, and enable buses to pull out into the traffic more easily. This prioritisation of bus movement would be in accordance with the current trend to remove bus lay-by's in busy town centre locations, and with TfL's '3G' strategy. This strategy aims to implement a number of improvements to ensure that bus journey times of strategic bus routes in London do not increase in the future. Route 141 is part of the 3G Strategy and operates along the High Road.
- As part of TfL's 3G Strategy, the Council may consider the possibility of a **bus only High Road** at certain times of the day. However, no commitment would be given to such a proposal without a thorough review and analysis of the likely traffic impacts on surrounding streets, and consultation with stakeholders and the local community.
- Improvements to the current **entry and exit arrangements for the bus depot** will be encouraged, to improve pedestrian safety and convenience in the area. Changes might include alterations to current signalling arrangements or selected vehicle detection. However, further work which is beyond the scope of this SPD would be required to establish the precise nature of any such improvements.



Bus Depot entrance



Buller Road bus stands

- The **replacement of bus stops in the High Road** with new TfL bus stops which would include real time information displays and be fully functioning and easy to maintain will be encouraged. All bus stops require redesigning to ensure that seating faces the road, rather than away from the road.
- The number of bus stops in close proximity to Wood Green Station causes congestion both of traffic and pedestrians. Therefore, a **review of the current bus stop layout** will be carried out with the aim of rationalisation, particularly on Lordship Lane.
- There are currently a number of **bus stands located on the corner of Redvers Road and Buller Road**. Disturbance to neighbouring residential properties should be reduced where possible through improved management of this facility.
- The Council aims to incorporate existing **bus priority plans for the junction of Turnpike Lane and the High Road**, including the

installation of CCTV enforcement cameras, and the rationalisation of waiting and loading bays.

Car Parking

- The Council will be developing a **car parking strategy for the town centre** which encourages a phased reduction in car parking over time, in accordance with the London Plan (policies 3C.23, 3C.24 and Annex 4). The car parking strategy should specifically consider the provision of disabled parking facilities and the parking needs of motorcyclists. Additionally, shared use parking facilities will be encouraged in the town centres.
- The Council will seek to maximise opportunities for **car free residential developments** in the town centre.
- The Council will support the provision of **car clubs** as part of development proposals.



Bury Road Car Park



Town centre cycle parking

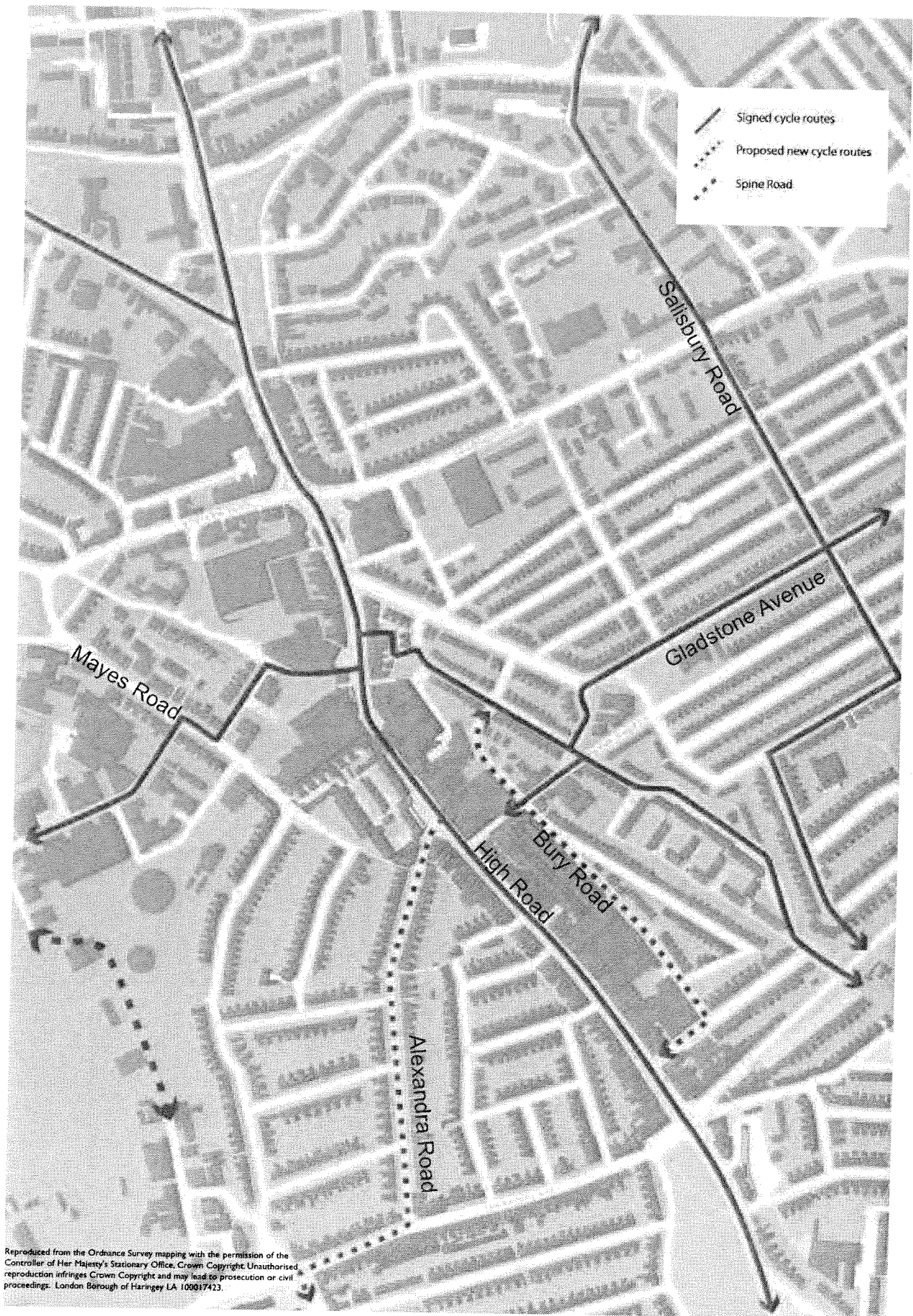


Figure 6.1 Wood Green Strategic Cycle Movement

Cycling

- **An increase in the provision of secure cycle parking facilities** in the town centre will be encouraged, particularly at Wood Green and Turnpike Lane underground stations. Cycle parking facilities will be incorporated into the design of the public realm.
- Adequate **cycle parking facilities must be incorporated into any new development schemes**, ensuring that facilities are safe, secure and the entrance is overlooked.
- An **additional alternative cycle route** to the High Road will be promoted, which utilises Bury Road (see Figure 6.1). This will help to increase the safety of cyclists travelling through Wood Green, and reduce congestion along the High Road, particularly around Shopping City where pavement areas are shared between cyclists and pedestrians.
- Where feasible, the Council will consider making one-way routes **two-way for cyclists**.
- The Council will consider options for **improving cycle and pedestrian facilities by Shopping City**, and encourage the provision of separate areas in order to reduce cycling on the pavement and increase pedestrian safety.

Road Layout

In terms of the changes to the road network, the Council will encourage:

- the **removal of the left filter lane adjacent to River Park House** to help improve the junction of the High Road and Lordship Lane (see Figure 7.9) subject to further detailed transport assessments, and options for providing bus priority improvements to assist buses crossing the High Road. Additionally, a cycle lane is planned on Station Road; and
- the inclusion of a **diagonal pedestrian crossing** spanning the junction from outside Wood Green Underground station to the east side of the High Road to improve connectivity for those arriving at the station and wanting to cross the road to Shopping City (see Figure 7.9);



High Road - pavement obstructions

- any future **rationalisation of bus stop provision on Lordship Lane** to help ease the current levels of crowding on narrow pavement areas; and
- improvements to the **junction of Turnpike Lane and the High Road** to improve pedestrian crossing facilities and remove unnecessary guard railings (see Figure 7.29). This would help to improve accessibility and reduce visual street clutter. The Council also encourages additional current cycle parking facilities in order to provide larger, secure parking facilities close to Turnpike Lane station.

Pedestrianisation of the High Road would be desirable in terms of improving the quality of the environment, but unrealistic on such a busy strategic road.



Pedestrian crossings, junction of Wood Green High Road and Lordship Lane

Mobility

- The reduction of unnecessary **street furniture** along Wood Green High Road will be encouraged, particularly where it impedes pedestrian movement or causes an obstruction to those whose mobility is impaired. The inclusion of yellow bands on obstructions would help to make them more detectable.
- **Pedestrian crossings** need to be improved to ensure that they are consistently accessible to those whose mobility is impaired. For example, in some cases the extension of tactile paving across the pavement is required to ensure that pedestrian crossings are detectable by the visually impaired. The controlled pedestrian crossing outside Mothercare is an example of best practice.
- The improvement of **pavements and road surfaces** will be encouraged where necessary to ensure that they are consistent throughout the town centre, and do not impede those with mobility impairments. Increasing the width of the pavements by removing bus lay-by's and introducing shared use loading bays will also help to improve mobility.
- Further detailed ideas for improvements to the public realm which will aid mobility have been identified by the Haringey Phoenix Group. These are detailed on page 16 of the consultation report which accompanies this document.