

A Vision for a clean, pedestrian and bike friendly Wood Green



The recent major works at the High Road have improved the pedestrian space, but have done nothing to tackle the heavy traffic, noise and pollution. The planned regeneration of Wood Green and the construction of Crossrail 2 gives an opportunity to review the congestion and its environmental impact and tackle the problem from 1st principles.

In the following pages we present **positive approaches** to the problem, which we believe should be considered in the regeneration plans:-

1. **Traffic reduction at Wood Green High Rd**
2. **A full time shuttle connection and cycle route to Alexandra Palace and Station**
3. **Development –a new public space on Wood Green High Rd, at the Crossrail 2 ventilation shaft and a step by step approach overall, retaining the best of the old**
4. **Implementation of the Cycling and Walking Strategy proposed by consultants Steer Davies Gleave as their report to Haringey Council, Jan 2015, in particular opening all roads to two way cycling and creating a Woodgreen/Turnpike lane Cycle Hub. HCC welcomes the possibility of improved E/W pedestrian and cycle links to Wood Green, which will need to be realised within a clear planning framework**

Wood Green High Rd proposal for traffic reduction, to be implemented following trial and monitoring for weekends only



North bound diversion, existing one way reversed

Bus routes reviewed to reduce no of routes on Shopping City section of High Rd (there are presently more buses than on Oxford Street)

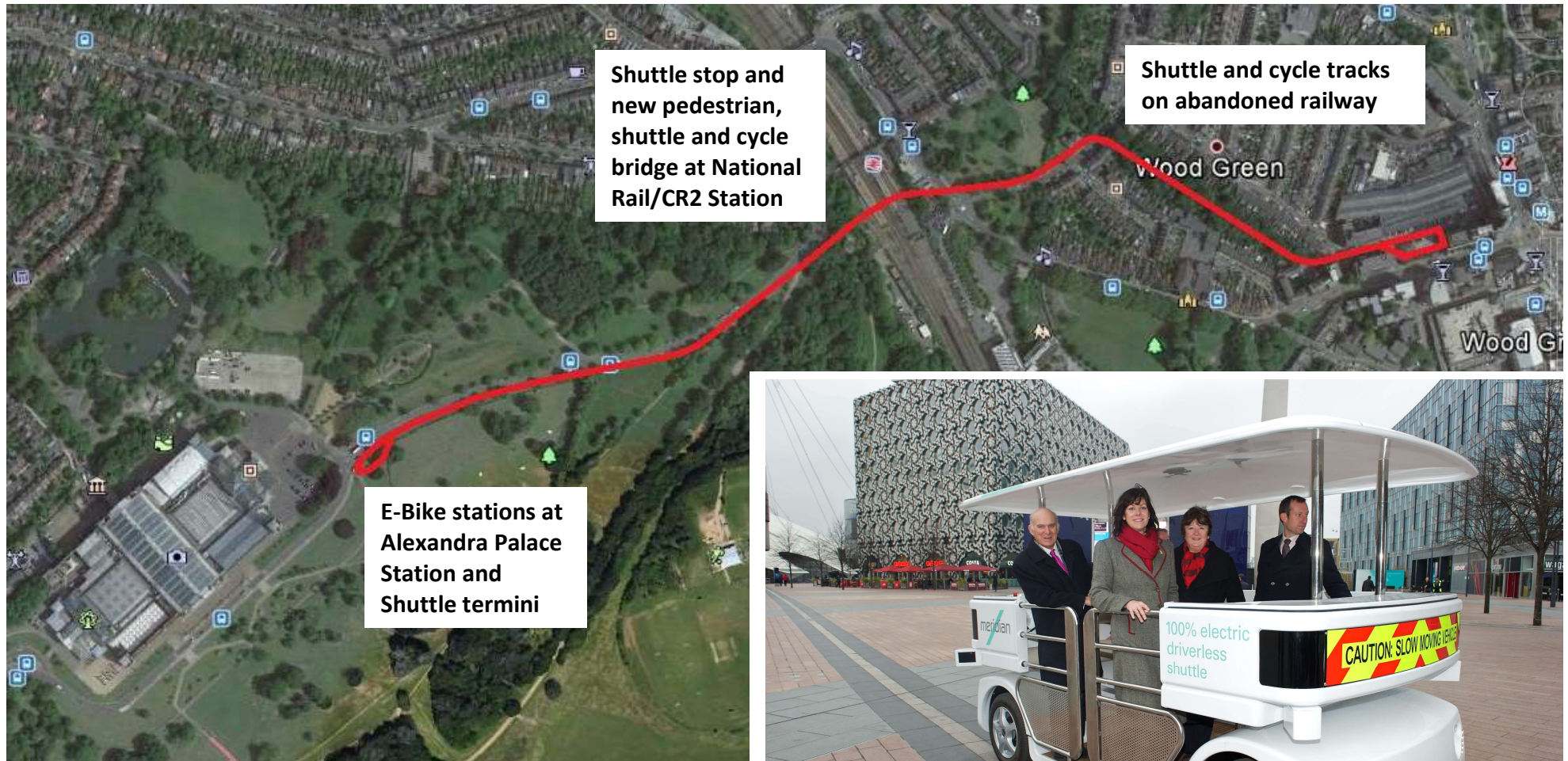
South bound general traffic diversion. Traffic levels to be monitored at diversions

Pedestrians, cycles and buses only



High Road car free day 2008

Wood Green/ AP driverless electric vehicle shuttle and cycle track proposal, HCC Nov. 2015



The route would have 3 stops and be largely segregated from existing general traffic. If the CR2 station is built at Alexandra Palace it is anticipated the Shuttle capacity will be adequate to cater for those choosing not to walk up the hill to events.



Electric Vehicle based on Greenwich Meridian Shuttle (photo above)- with increases capacity and San Francisco style cycle rack added to provide effective "Bike Lift" to Alexandra Palace. Max. speed 15mph Estimated journey time 6min

Development of driverless vehicles is proceeding apace, so by the time Crossrail 2 is complete they will be available as a realistic option for a link between Wood Green and Alexandra Palace. Planning for this should be integrated to both the CR2 and Wood Green regeneration projects. The latest phase of the Greenwich project is under development by The Royal College of Art School of Design. <http://www.rca.ac.uk/schools/school-of-design/design-research/gateway/>

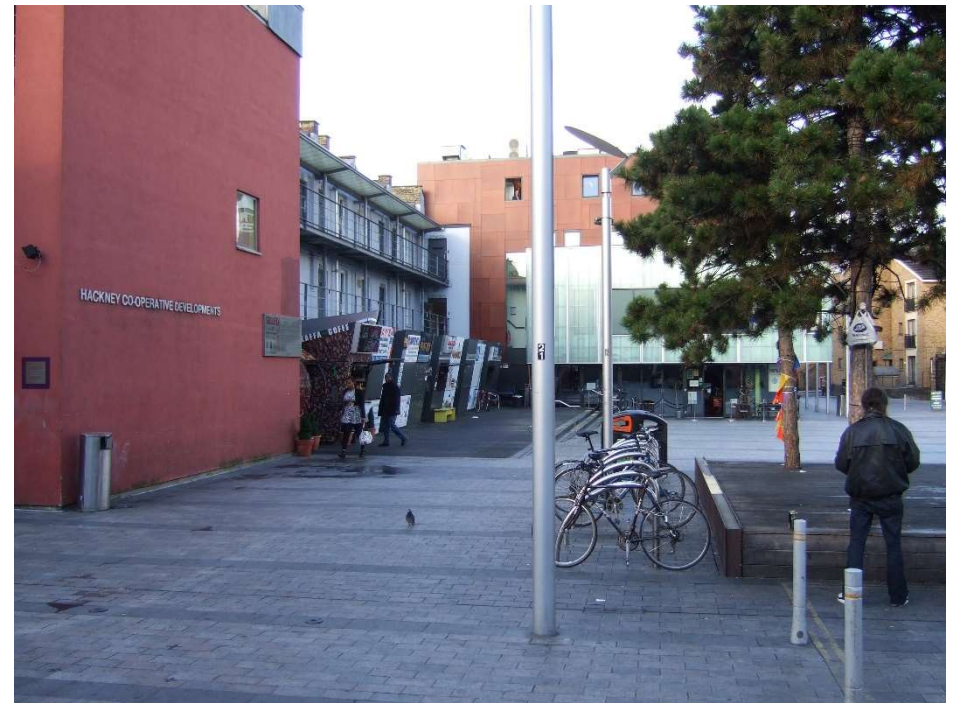


A link to Alexandra Palace will work for both the Wood Green and Alexandra Palace CR2 station options, however the AP station option would avoid a high peak loading, as the Palace is within walking distance of AP station. The AP plus Turnpike Lane station option is also preferable from a sustainable transport point of view, as these stations together allow better access on foot, by bicycle or by bus from a wider residential area than Wood Green alone. An link from AP Station to Wood Green can serve the North of the regeneration area, while Turnpike Lane Station can serve the South. The best option is two stations plus an efficient link to Wood Green.

Wood Green High Rd proposed New Public Space at CR2 ventilation shaft. HCC Dec. 2015



New public space/ small shop/office units and café/ restaurant, similar to Gillett Square Dalston



Gillett Square Dalston

The local transport infrastructure should take priority, coordinated with development following a step by step approach, keeping a maximum of better quality existing buildings. This will maintain a sense of place and minimise disruption.

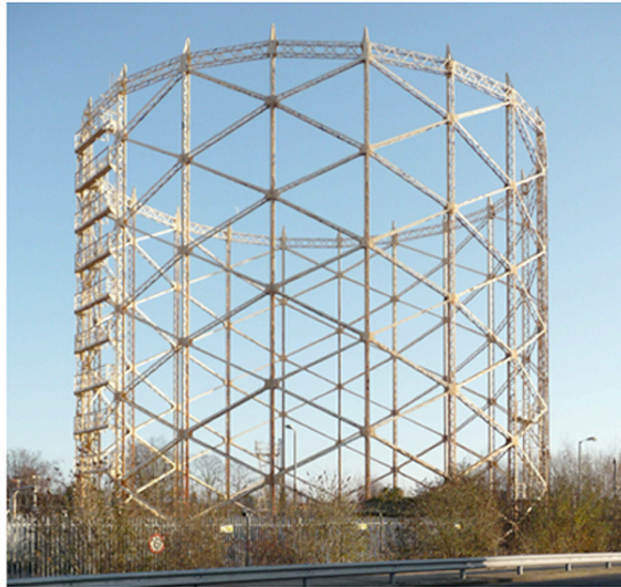
In the past redevelopment has tended to be over-ambitious, for example River Park House, was part of grand plan for high level walkways, which never went ahead. Possibly it would have been better to retain the old Library on that site.



158. Wood Green Library, 1908.



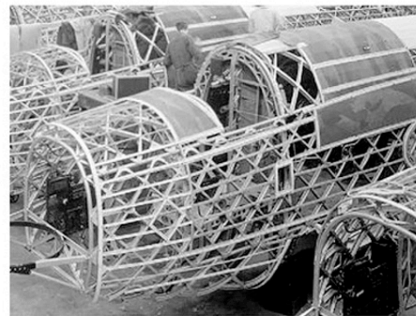
One opportunity to make best use of an existing structure may be about to be lost. This is the Gasholder No1 of 1892 at the centre of the Heartlands development site. It is a pioneering triangulated structure of the 1890's, which echoes the Forth Railway Bridge and the final evolution of the diamond bicycle frame. Retaining and integrating the external frame to the new development would make a wonderful landmark at the approach to the possible site for a new high technology employer. The present Heartlands scheme is only at an outline stage, so demolition of this historic structure could easily be delayed until the possibilities for it's integration to the final scheme have been considered.



Gas holder No.1 Hornsey



Gas holder No.1 1892



Wellington bomber 1936

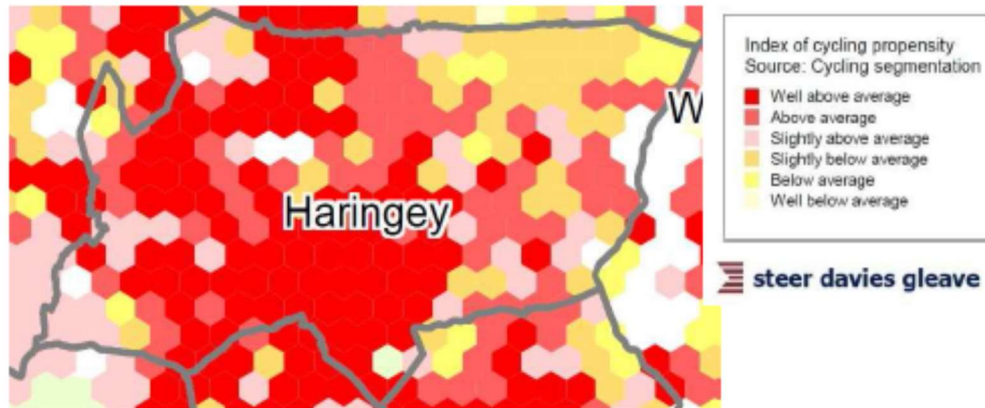


Buckminster Fuller 1960



London Gherkin 2003

The Cycling and Walking Strategy prepared by consultants Steer Davies Gleave and presented to Haringey Council, Jan 2015, was a valuable document. In particular it proposed opening all roads to two way cycling and creating a Woodgreen/Turnpike lane Cycle Hub. This strategy should be implemented as a part of the Wood Green Regeneration



Propensity to Cycle – Borough-wide

Initial proposals for improved E/W pedestrian and cycle links are very welcome. To ensure these are realised there needs to be a clear plan for future pedestrian and cycle routes. Existing LCN and Greenway routes are a good starting point, as well as the new Quietway planned for priority implementation. Developers' planning submissions should comply with the 2015 London Plan Policy '6.9 - Cycling', as Section B reproduced below for reference.

B Developments should:

- provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in [Table 6.3](#) and the guidance set out in the London Cycle Design Standards (or subsequent revisions)
- provide on-site changing facilities and showers for cyclists
- contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions)
- provide links to existing and planned cycle infrastructure projects including Cycle Superhighways, Quietways, the Central London Grid and the 'mini-Hollands'
- facilitate the Mayor's cycle hire scheme through provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity.