

The LCSP is a key stakeholder group and represents residents living in Harringay Ward, immediately to the south of the area covered by the Wood Green AAP. Our comments therefore focus primarily on the impact of the proposed developments on our own area, particularly traffic.

With regard to traffic, we are very concerned that maps [eg Fig 5.5] emphasise a 'New North-South Primary Route' as this joins very directly onto the northern end of Wightman Rd, which forms the western boundary of The Ladder/Harringay Ward. This residential road already carries excessive through traffic, as has been highlighted in the current evaluation centred on the Green Lanes Area Transport Study, carried out by Steer Davies Gleave (SDG) on behalf of LBH. Inevitably the new developments will make that worse.

Almost 8,000 new residential units are planned (Appendix A), but it is acknowledged that this is an indicative minimum only so the total is likely to be very much higher. While many of the units may be 'car free', they will still need to be serviced and deliveries made. Then there is all the new and enhanced commercial development, which also requires servicing and deliveries. The aim of enhancing the status of Wood Green as a Metropolitan Town Centre is designed to attract customers from a wider area than at present, and the resultant higher value retail outlets will also lead to more shoppers who are car owners and want to use them for their trips. Lastly, there are the proposed schools, with the inevitable school run traffic.

Reference is made [7.79] to a Transport Study by the Council to look at the impact on the road network. It is imperative that this considers the impact in the area surrounding the development, not just narrowly focussing on the area itself. Section 3.27 notes the high levels of traffic along Wood Green High Rd, but not that much of that also flows through Harringay Green Lanes. On the other hand, it also indicates that Clarendon Rd/Mary Neuner Rd (the 'New North-South Primary Route') has spare capacity, but not that (as explained in [3.70]) this is because Hornsey Park Rd carries the vast majority of the traffic between Wood Green and Wightman Rd (and so through The Ladder). This route offers an option to allow drivers to avoid the serious delays on Wood Green High Road and we are concerned that the spare capacity on Clarendon Rd/Mary Neuner Rd should not be seen as an opportunity to ameliorate the traffic impact on the High Road by diverting yet more onto the former. This would merely add to the extra volume we fear will be generated on Wightman Rd, to the south, by the development itself (discussed above).

We welcome that the Transport Study [7.79] will also look at the amount of off-street parking, and hope that it will limit rather than increase the provision, in order to reduce the amount of traffic coming into the area.

In conclusion, we believe that any decisions about the transport implications of the Wood Green AAP should be informed by the work and research already undertaken by SDG (see above), and their impact on the surrounding area. The fundamental rationale behind this is to reduce the amount of through traffic, especially in the core of the Study area.

It is therefore vital that this objective should not be undermined by creating any 'primary' or 'desired' routes which would serve to increase existing – and unacceptably high – levels of traffic in the Harringay Ladder area.

Ian Sygrave, Chair LCSP      Justin Guest, Chair LCSP Traffic Sub Cttee