

- Incorporation of freight and service delivery travel plans

This is a major project with expected completion in 2014 and would complement a Major Scheme funding submission to TfL, summarised below. The section of Green Lanes to the north of Wood Green would focus on safety and accessibility works, de-cluttering and cycle facilities.

3.3.3 Wood Green Town Centre – Major scheme submission 2011/12-2013/14

During 2011/12 the Council will develop and consult on an integrated set of proposals for the Wood Green town centre to improve pedestrian and cycling accessibility, enhance public realm, and address traffic congestion, road safety, traffic management, bus service reliability, parking and loading issues. The proposals will be informed from the recommendations identified from a holistic transport study of the Wood Green and Green Lanes funded by TfL during 2010/11.

Based on the above better streets initiatives, a 'Major Scheme' proposal for Wood Green town centre will be developed from pilot town centre and junction modelling studies funded by TfL which identify various traffic management scenarios including the partial and complete closure of Wood Green High Road to general traffic, excluding bus services and essential services. This major scheme will be focused on delivering the following town centre public realm objectives:

- More walkable
- Better connected
- Improved public transport experience
- Stronger identity and sense of arrival
- Reduction in the negative impact of vehicular traffic

The Major Scheme funding submission will be developed and submitted to TfL during 2010/11 through the three step process for development and implementation, in accordance to TfL's guidelines. Subject to funding approval, the scheme will be delivered over a 3 year period, commencing with initial design and consultation works during 2011-12, with implementation 2012-14. An indicative estimate of the total cost is £2.5 million. The project would complement the Wood Green station access scheme scheduled for completion in 2010/11.

3.3.4 Tottenham Hale Gyratory Scheme complementary measures

During 2011/12, design works and consultation will commence on delivering pedestrian, cycling and public transport accessibility improvements to Tottenham Hale transport interchange for the Tottenham Hale and Tottenham Green neighbourhoods and from the Tottenham High Road corridor as part of the Tottenham Hale Gyratory complementary measures.

The Gyratory scheme will include the reversion to allow two-way traffic flow. Plans also include the construction of a new larger bus station and interchange and improvements to the principal roads and pedestrian areas. Additionally, funds will also be allocated towards carriageway resurfacing at Ferry Lane and Watermead Way.

The estimated cost of the scheme is £35.5m. Funding for the scheme has been secured from a number of sources including TfL, London Development Agency, and the Growth Area Fund allocations. The Tottenham Gyratory works and new bus station are estimated to cost £16.5m. Funding for these two aspects of the project have been secured from