

Safety

- Recent road accident data demonstrates that there is a need to **increase pedestrian safety** in the town centre.
- **Improvements are required to pedestrian crossing facilities** at areas of highest footfall, such as the junction of the High Road and Turnpike Lane, and the junction of the High Road and Lordship Lane.

Loading and Deliveries

Loading and deliveries in the town centre, and particularly in the High Road, currently contribute to congestion on the High Road, and pavements. Disruption should be reduced by:

- ensuring that all land-uses that include the transport of freight should have **adequate access to the Strategic Road Network**;
- investigating the use of consolidation centres and encouraging the establishment of a Service Delivery Plan to **coordinate and consolidate deliveries** for the smaller shops on the High Road, to rationalise freight distribution, and minimise noise disruption;
- promoting **shared use loading bays**. These would enable loading bays to be used by pedestrians when not in use for deliveries, therefore making more effective use of these areas which are otherwise under-utilised for much of the time (see good practice images and Figure 7.25 below). Although the inclusion of trees along the pavement may reduce driver visibility, the evidence suggests that this tends to make drivers more cautious, and therefore should not compromise pedestrian safety;
- incorporating **adequate freight loading and parking facilities** into any new development;
- incorporating both **construction and logistics plans** during construction and delivery, and **servicing plans for**



Wood Green underground station

occupation; and

- ensuring that development proposals fully consider freight issues within **transport assessments and travel plans.**

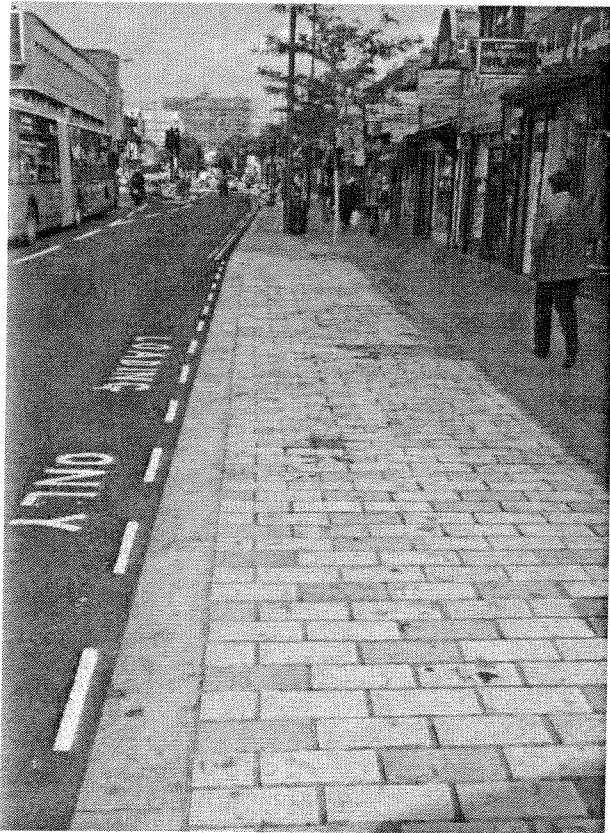
The Council will also investigate the development of a Freight Quality Partnership (FQP) for the town centre.

FQPs are partnerships between the freight industry, local government and other interested stakeholders. They aim to develop an understanding of freight distribution issues and problems in order to promote constructive solutions, which reconcile the need for access to goods and services with local environmental and social concerns.

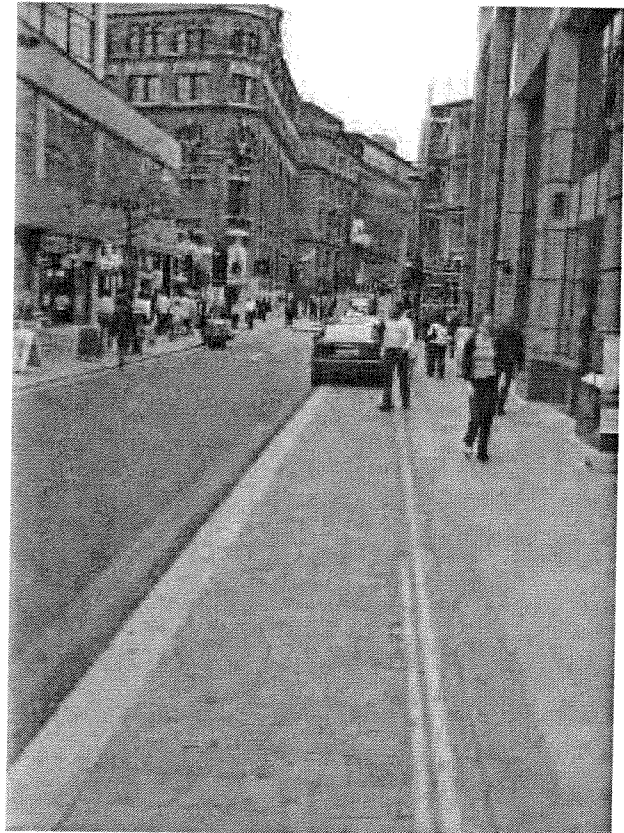
Taxi provision

Wood Green town centre currently has a good provision of taxi ranks. These are open 24 hours a day, and provide good links to public transport and Shopping City. It is important to ensure that these taxi ranks are well lit and overlooked at night.

At present there are three taxi ranks located outside of Wood Green station. Subject to further analysis and consultation, it may be possible to rationalise and reduce the number of ranks at this location to make a more efficient use of the public realm.



*Good practice image: shared use loading bay
Walworth Road, London*



*Good practice image: shared use loading bay
Cowcross Street, London*

Sustainability

- Development proposals for the town centre must include measures to reduce private car usage and increase the use of **sustainable means of transportation**, such as walking, cycling and use of public transport wherever possible.
- The Council will encourage **car free development** in the town centre.
- The Council will support the establishment of **car clubs**.
- The Council will also **seek to reduce congestion and emissions** from vehicles in the town centre, by encourage car sharing, and the use of cleaner alternative fuels where car usage is unavoidable.
- The Council will promote the use of **sustainable urban drainage principles** in any new pavement or road design in the town centre.
- The Council will support the **provision of off-street electric charging points** in new developments.

All development proposals within Wood Green town centre should take account of the supplementary planning guidance to the London Plan produced by TfL, which includes Land for Transport Functions, Residential Travel Planning, Transport Assessments and Streetscape Guidance.

shopping city

CITY WORLD



7 Opportunity Zones

Overview

This section sets out the key design and development principles for each of the following five opportunity zones in the town centre:

1. Town centre north
2. The Broadway
3. Shopping City
4. High Road
5. Turnpike Lane

These opportunity zones have been defined according to the predominant character of the existing built environment.

Figures 7.1 and 7.2 on the following two pages illustrate the extent of the opportunity zones, and the indicative long term plan for the town centre. The remainder of the section contains more detailed development options and planning guidance for each of the opportunity zones. The development options and planning guidance for each area has been informed by the relevant objectives and key proposals and recommendations arising from the review of the evidence base and consultation work (as identified in the Consultation Report).



Wood Green Station

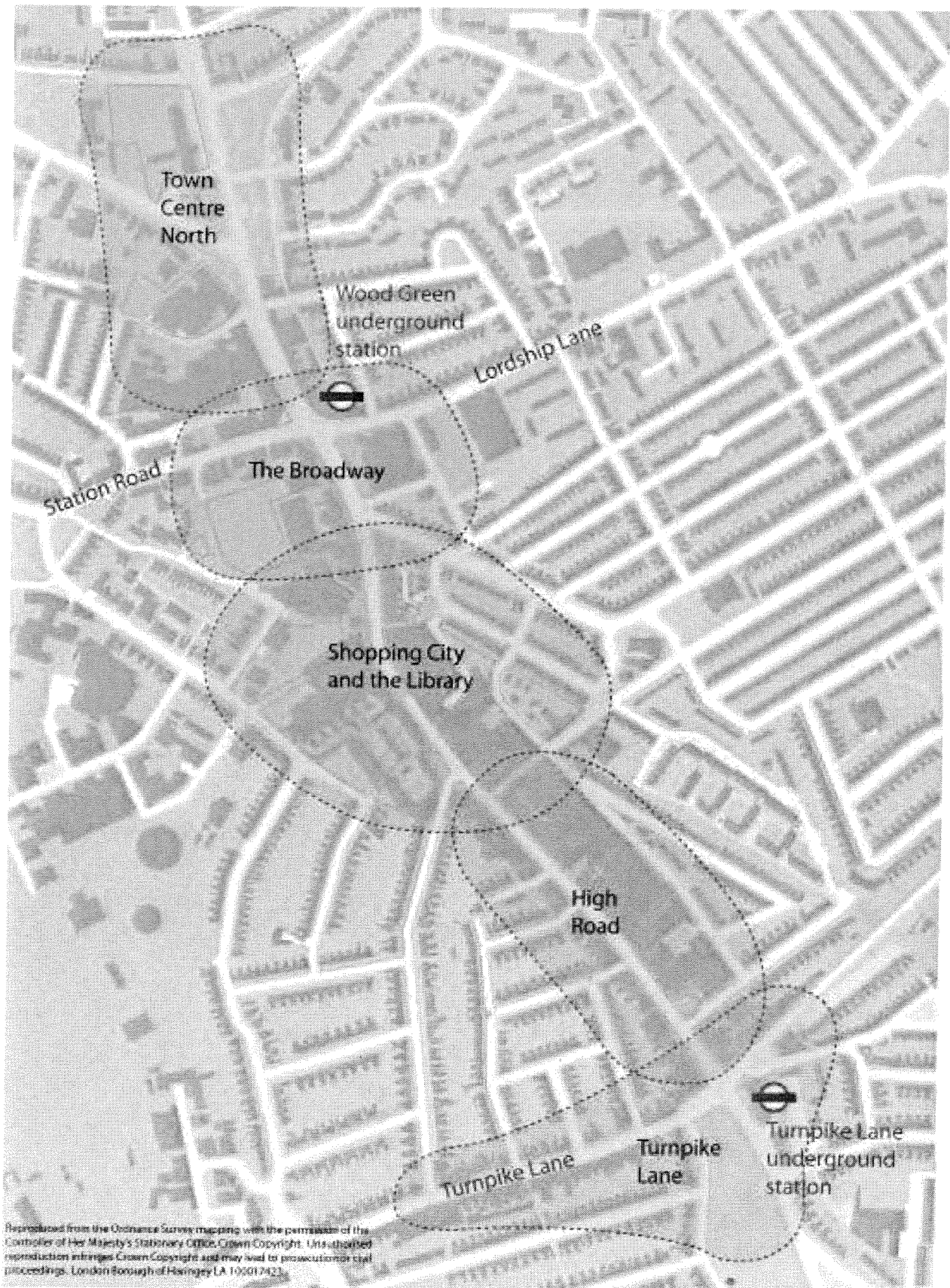


Figure 7.1 - Opportunity Zones Plan

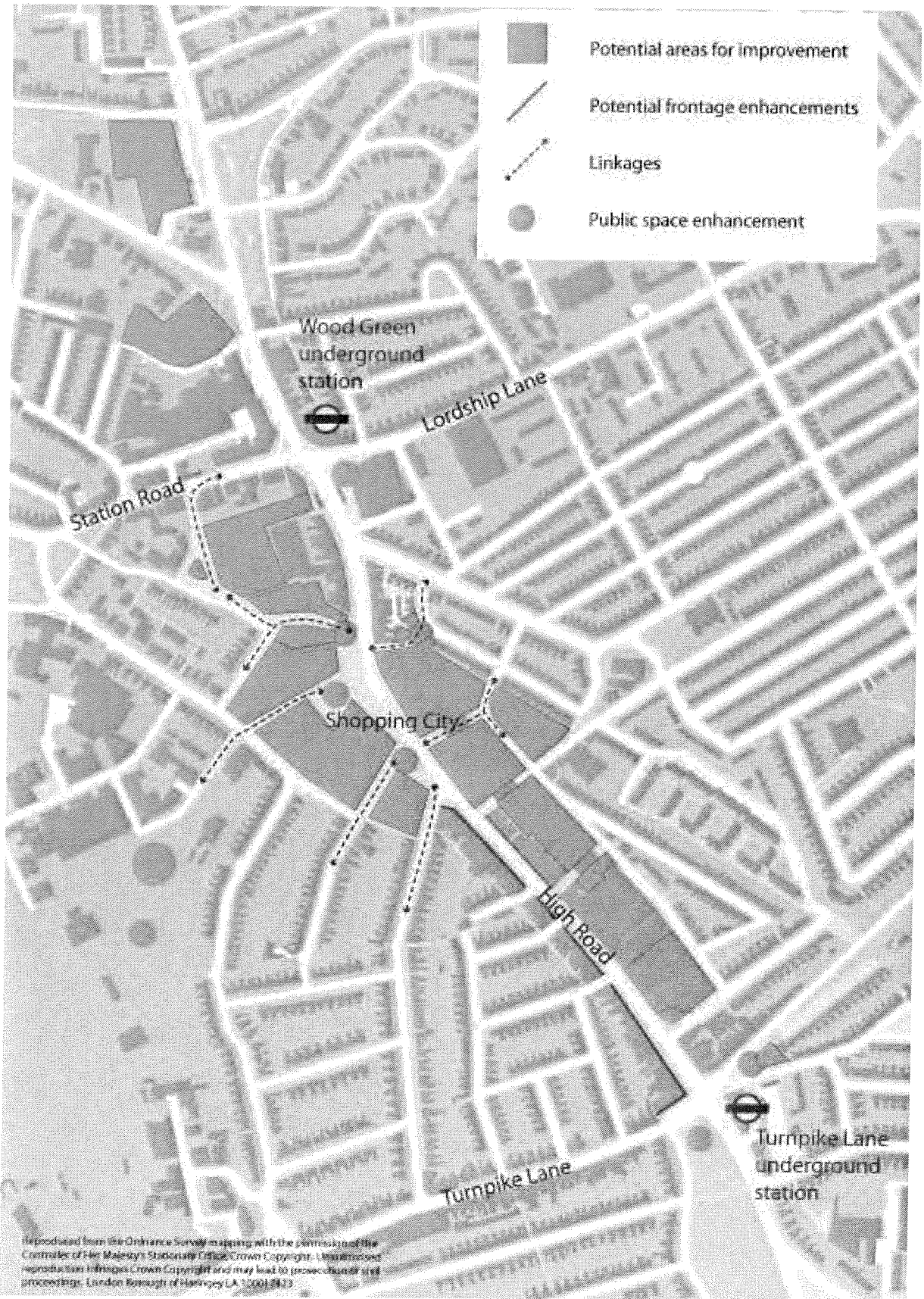


Figure 7.2 - Indicative Plan for Wood Green Town Centre

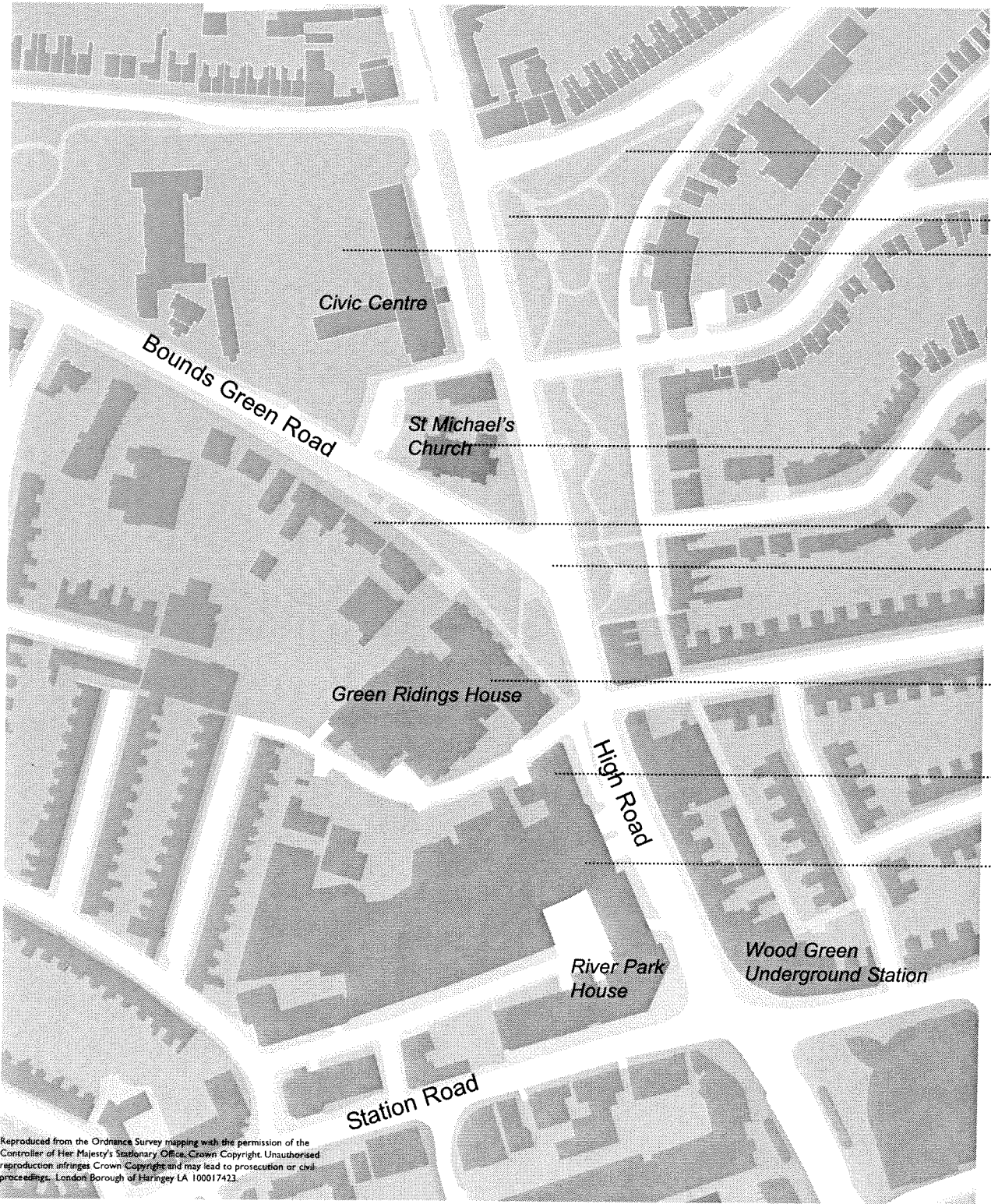


Figure 7.3 - Town Centre North