

Kwaku Bossman-Gyamera

From: Tim Batts-Neale <TimBattsNeale@tfl.gov.uk>
Sent: 02 November 2023 12:21
To: Kwaku Bossman-Gyamera
Subject: HGY/2023/2738 Coliseum, 10 Salisbury Promenade, Green Lanes advertised communication hub unit

TfL ref: HRGY/23/37

Borough Ref: HGY/2023/2738

Address: Coliseum, 10 Salisbury Promenade, Green Lanes, Hornsey, London, N8 0RX

Proposal: Installation of an advertised communication hub unit with defibrillator.

Dear Kwaku

Many thanks for consulting TfL Spatial Planning with regard to the above application, TfL has the following comments:

- London Plan Policy T2 refers to the Healthy Streets Approach in which it states, 'development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling' (Policy T2A London Plan, 2021.) High quality streets are 'fundamental to the character and efficient functioning of the city and play a fundamental role in moving people around safely, improving public realm and providing spaces for people to come together' (Policy 10.2.1 London Plan, June 2021.)
- Londoners' direct interaction with the Healthy Streets Approach will be through the streets they use every day. The Healthy Streets Approach aims to bring about positive changes to the character and use of the city's streets. High-quality, pleasant and attractive environments with clean air and enough space for dwelling, walking, cycling and public transport use must be provided (Policy 10.2.4 London Plan, June 2021.)
- London Plan policy D8 (Public Realm) notes that 'consideration should be given to the use, design and location of street furniture so that it complements the use and function of the space' and further states that 'applications which seek to introduce unnecessary street furniture should be refused'.
- The site of the proposed development is on Green Lanes, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.
- The covering letter refers to a safety assessment, although no details of this have been provided. Without sight of this analysis TfL cannot support the proposals
- Whilst the proposed provision of a defibrillator is noted, this could be achieved through other means – or with a much smaller structure and if required for funding advert
- The site of the proposed unit is approximately 10-15m from the stop line and traffic signal at a pedestrianised crossing of Green Lanes and St Ann's Road. This risks partially obstructing the field of vision of bus drivers and other road users on Green Lanes and pedestrians crossing Green Lanes and therefore endangering and/or safety of the TLRN.
- There is significant bus, pedestrian and cyclist activity in this area of which drivers need to be aware rather than being distracted by an illuminated advert
- It is imperative to maintain an open field of vision for all road users, which this proposal threatens, therefore contradicting with the Mayor's Vision Zero Strategy.
- The proposal narrows the footway to 3.8m between the edge of the unit and the building façade

TfL Spatial Planning objects to this application as the highway authority and strategic transport body responsible for ensuring compliance and delivery of London Plan transport policy and the Mayor's Transport Strategy based on Policy T2, Policy D8, Vision Zero and highway safety grounds. If the council is minded to approve this application, further approval from TfL may be required as the highway authority.

Regards

**Tim Batts-Neale (he / him) | Principal Planner
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