

13 August 2026

Planning Condition Discharge

HGY/2025/0818 Tottenham Hale Station

Dear Planning Team,

As per the transportation comments to our condition discharge submission please find below additional information.

Condition 1: Approved Plans

QUERY

The applicant needs to outline the maintenance arrangements for the red blister tactile paving proposed at the floating bus stop and any inspection programme, to ensure that disabled and mobility impaired persons access (particularly those with visual impairments) are safeguarded at all times.

RESPONSE

Maintenance responsibilities for the proposed red blister tactile paving, together with the associated inspection and maintenance programme, will be fall under Haringey Council's Highways Department's existing arrangement and processes.

This to ensure all infrastructure within the Council's responsibility are appropriately maintained and inspected so they continue to provide a safe and accessible environment for disabled and mobility-impaired users, particularly those with visual impairments.

QUERY

The proposed ramping of the eastbound cycle lane on Ferry Lane needs to show the gradient. Of particular concern is the potential for cyclists to gain speed on the downwards slope when exiting from the floating bus stop area to carriageway level.

It is unclear from the submitted plans if there are any speed restriction measures to be employed on the downward slope. These should be clearly annotated on relevant plans. It is noted that on the approach to the floating bus stop area there is a slow warning marking.

RESPONSE

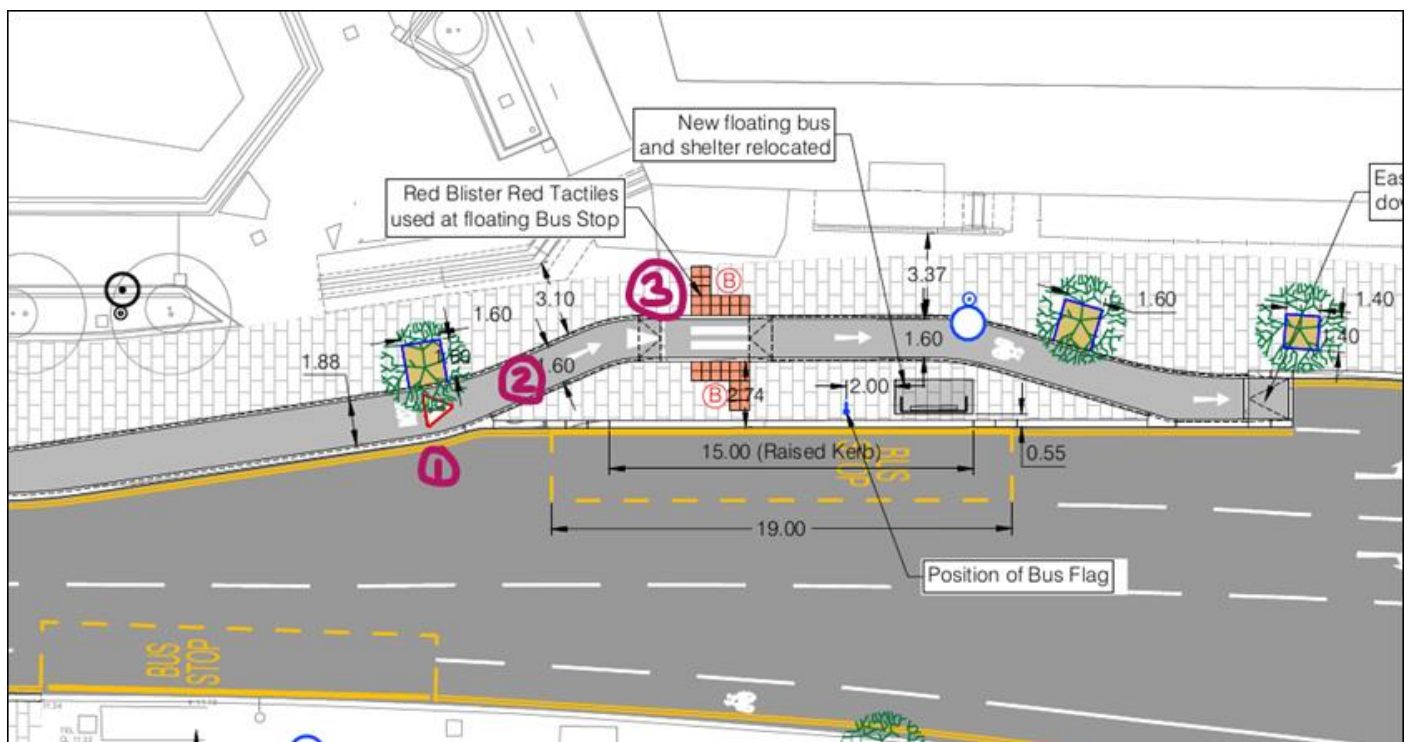
The gradient of the east bound cycle track from the crest to the bridge to the discharge point into the carriageway generally ranges between 3.0 - 3.5% (1 in 33 to 1-28, this is within the acceptable gradient limits.

Please see attached drawing 1000009414-5-0130-04_C0 showing a long section along the track.

To reduce the speeds of cyclists, horizontal and vertical deflections have been added alongside the Warning Road Marking.

- 1) **Warning / Slow Road Marking - Warning**
- 2) **Horizontal Deflection – Track turns around Island**
- 3) **Vertical Deflection – 50mm Raised Table Introduced at crossing to the island (at CH. 255 within the attached Drawing)**

For Note: The Design has been subjected to both a Stage 1 and Stage 2 Road Safety Audit and no concerns were raised regarding this concern.



QUERY

Confirmation is sought that the proposed new signalised crossing across Ferry Lane will have ample crossing time to accommodate disabled, mobility impaired persons and elderly persons walking speeds. This is particularly important given the relatively wide nature of the road and lack of any staggered cross point with an island.

RESPONSE

The signal timings are governed by the existing single phase straight through crossing on the northern arm which is ~2.5m longer in length, thereby demonstrating there will be adequate time to cross. A separate TfL signal safety assessment has been undertaken

and the crossing meets all the TfL signal standards, including providing sufficient time for those crossing.

QUERY

On the General Arrangement 1 and 2 plans, at the new signalised crossing point, 3 bollards across the tactile paving at the crossing point are shown. This would potentially impede pedestrian thoroughfare in an area with heavy footfall. Clarity is sought on this.

RESPONSE

There has been discussions between Haringey Council, the Police and TfL regarding the existing HVM bollards outside the station.

The Police have confirmed their necessity and TfL recommended they be moved to the new kerb edge to prevent any obstruction in the middle of footway and improve pedestrian comfort.

This is following the precedent at Tottenham Hotspur Stadium and elsewhere in London.



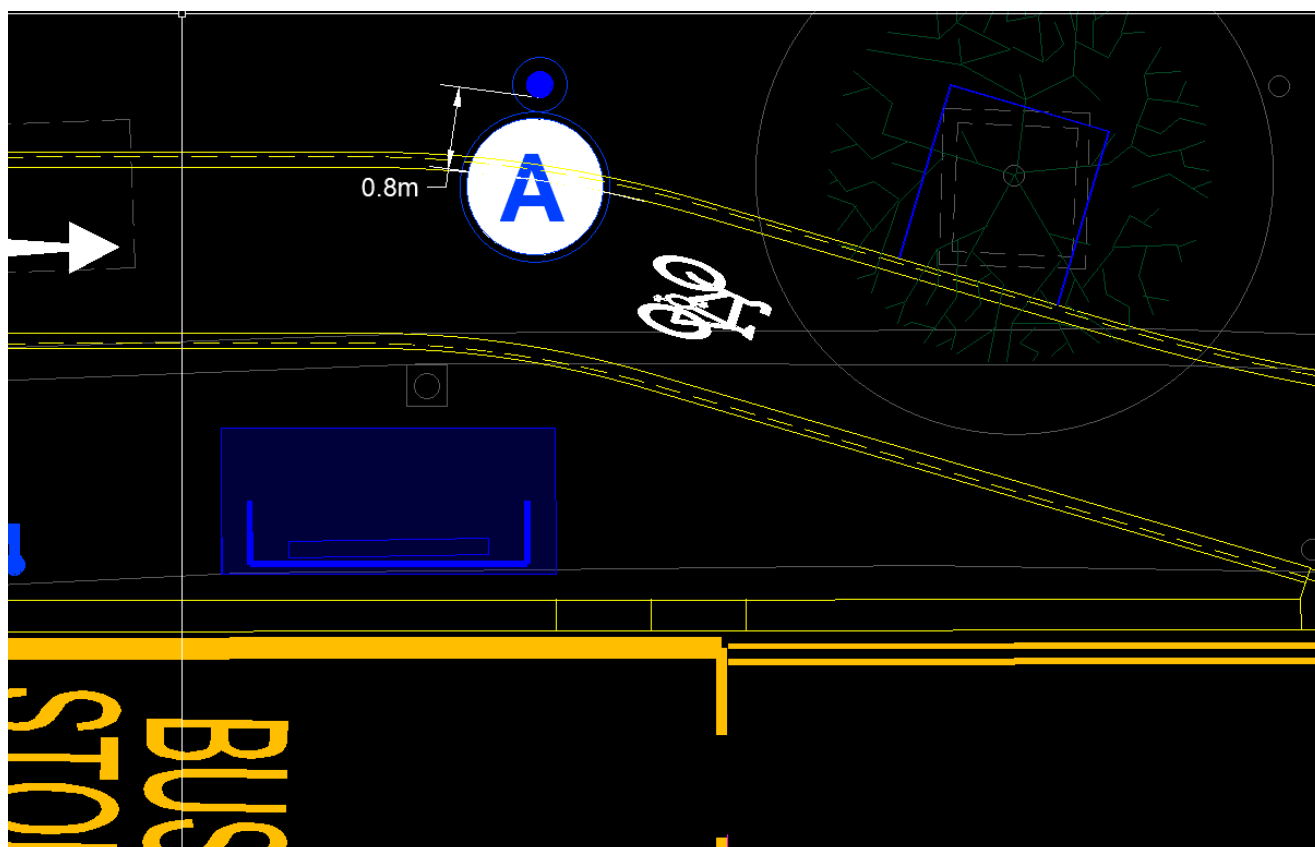
Condition 18: Crime Reduction

QUERY

Clarity is sought that the proposed new lighting column opposite the re-located bus shelter at the floating bus stop on Ferry Lane does not encroach into the cycle lane.

RESPONSE

As stated in the lighting design drawings, all columns will have a minimum set back from any kerb face of 0.8m. There will not be any lighting columns installed in the cycle lane, please see details below.

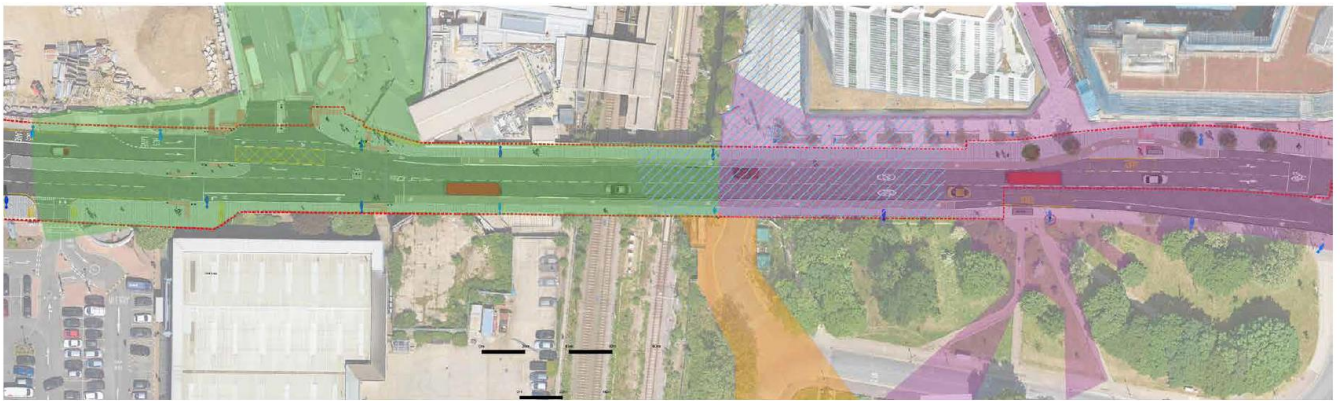


QUERY

Clarity is sought that the CCTV proposed for the westbound bus stop area on Ferry Lane, opposite the floating bus stop area in the eastbound direction, will also cover the eastbound floating bus stop area.

RESPONSE

The diagram below shows the coverage of the 3 CCTV cameras to be installed. The Eastbound floating bus stop area will be covered by CCTV



Proposed CCTV coverage



We trust that this provides you with the required information to discharge these conditions.

Yours sincerely

Sam Neal

Sam Neal
Project manager - major projects team
Highways