TECHNICAL NOTE

Project Title: Ashley House, Tottenham Hale

Report Reference: 794-PLN-TRP-00327-05a

Date: 12 November 2026

ACTIVE TRAVEL ZONE ASSESSMENT TECHNICAL NOTE

Introduction

1.1 1.1 This Technical Note (TN) has been prepared by Tetra Tech Consulting Ltd to prepare an Active Travel Zone (ATZ) Assessment as part of the Healthy Streets Transport Assessment (HSTA) (794-PLN-TRP-00327-01) associated with the proposed scheme at Ashley House, Tottenham Hale in the London Borough of Haringey ('LBH'). The scheme is a residential-led development which will include circa 522 Shared Living units, 87 Affordable units, 230sqm of commercial and 125sqm of community uses. This ATZ Assessment is associated with HSTA 794-PLN-TRP-00327-01.

1.2 This TN provides a review and write-up of the Day-Time and Night-Time ATZ Assessment that were undertaken for the site, both of which are included within this TN. This ATZ Assessment has been prepared with consideration given to the following documents:

- Safety in Public Space: Women, Girls and Gender Diverse People (Mayor of London's Good Growth by Design).
- Tackling Violence Against Women & Girls (Home Office).
- Developing a Night-Time Strategy: Part 2 Guidance, Precedents and Case Studies (Mayor of London).

Background

1.3 A site visit was undertaken by Gustavo Ogassawara and Louise Sheppard on 04 March 2026 from 15:00-20:00 to undertake the Daytime and Night-time ATZ Assessment. For context, Gustavo is a male Transport Consultant and Louise is a female Senior Transport Consultant who both live in London. Following the site visit and completion of the report, Louise Sheppard who is a female Senior Transport Consultant has reviewed the photos taken and the report concluding she would feel safe walking all the routes at night.

1.4 Additionally, subsequent with discussions with LBH, another site visit was conducted on 05 August 2026 to extend the assessment scope to include pedestrian links on Chestnut Road and Ferry Lane as well as the route to Tottenham Hotspurs Stadium.

Key Trip Attractors / Origins

1.5 The scope of the ATZ has been considered to take into account key routes based on the origin of people's routes. It is noted that Tottenham Hale Retail Park will likely be the destination of an individuals' trip or will be the destination of a pass-by trip associated with other activities in Tottenham Hale (e.g. shopping / retail activities & amenities / services).

1.6 It was deemed appropriate to consider the routes from the site to local public transport nodes, including local bus stops and a rail station. It was also deemed appropriate to consider the routes from the site to surrounding High Streets that future visitors may use. Furthermore, it was deemed appropriate to consider the routes from the site to the local residential catchment to north, west, south and east of the site respectively.

ATZ Assessment Routes

1.7 This chapter outlines potential improvement works that may be implemented along each route. It is important to emphasise that improvement works identified within this chapter are not solely the responsibility of the developer. They are intended as suggestions for the LBH regarding possible areas for enhancement. The routes were built on feedback from LBH, which include the extension of some of the routes to Tottenham Hotspur Stadium, Chestnut Road and Walthamstow Wetlands.

1.8 Based on the key trip attractors and origins for future visitors, the following five routes were undertaken for both the Day-Time and Night-Time ATZ Assessments. These routes are illustrated in **Figure 1.1** and **1.2.**

- Route 1 – Between the site and Harris Academy Tottenham.
- Route 2 – Between the site to Walthamstow Wetlands via Hale Village.
- Route 3 – Between the site to Tottenham Hotspur Stadium via Bruce Grove Station.
- Route 4 – Between the site and Seven Sisters Underground Station (via Broad Lane).
- Route 5 – Between the site and Seven Sisters Overground Station (via High Road).

Figure 1.1: ATZ Assessment Daytime Route Plan

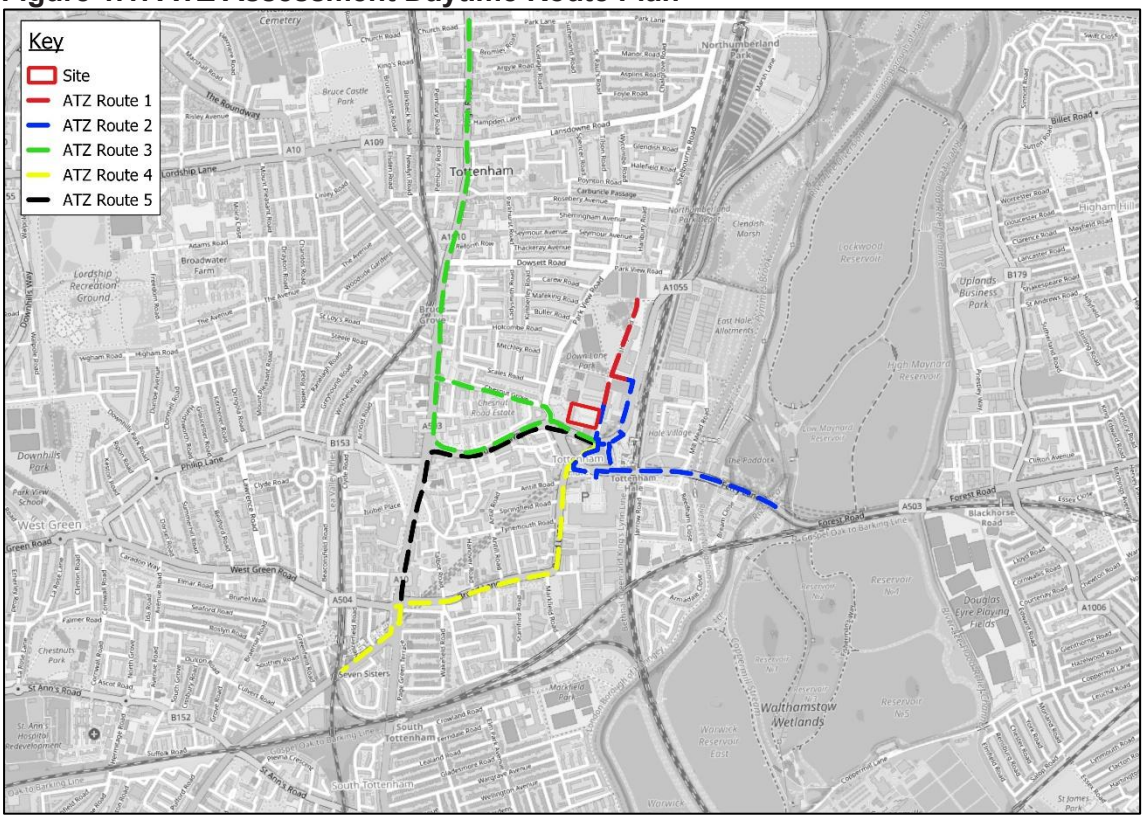
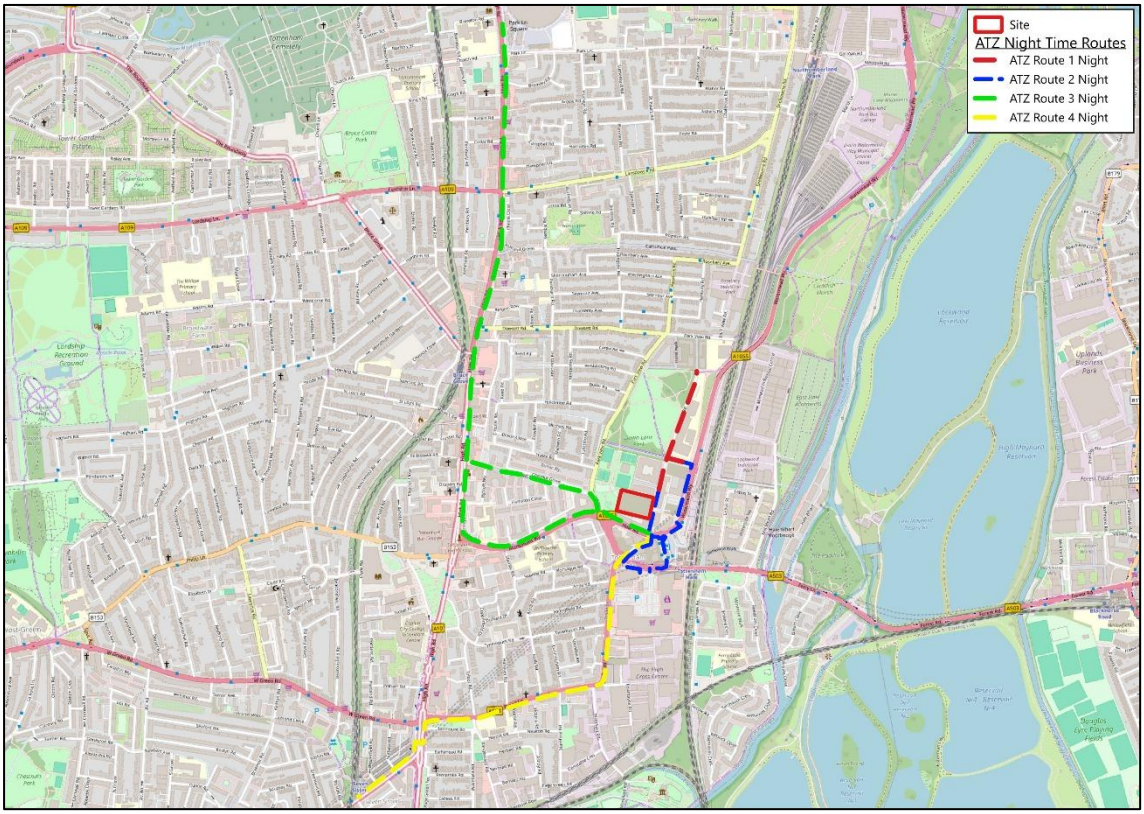


Figure 1.2: ATZ Assessment Night-Time Route Plan



1.9 These routes were walked during the afternoon and evening with several photographs taken along each route. In addition, an assessment on the quality of the walking route, the lighting levels at night and the feel, from a safety point of view (particularly for women & girls), was undertaken.

1.10 The ten Healthy Streets Indicators are shown in **Figure 2**.

Figure 2: Healthy Streets Indicators



Source: TfL

1.11 The Day-Time assessment considers all ten Healthy Streets Indicators. Following a review of the Mayor's Safety in Public Space, Tackling Violence Against Women & Girls and Developing a Night-Time Strategy documents, the Night-Time assessment has been limited to the following seven key indicators identified as being particularly important after dark:

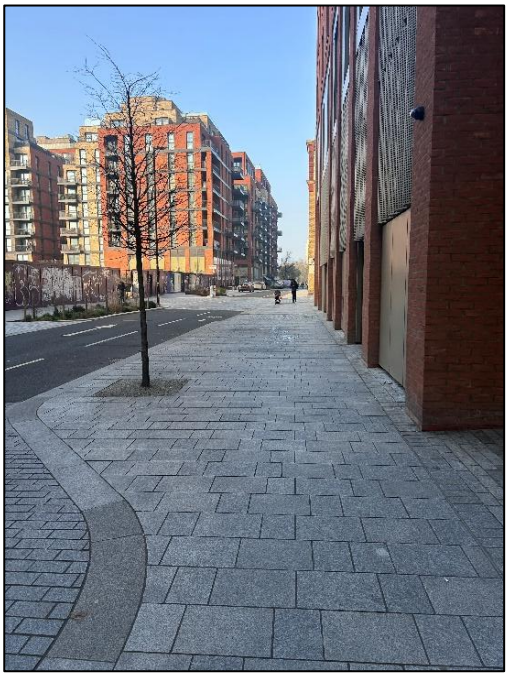
1. Pedestrians from all walks of life.
2. Shade and shelter.
3. Not too noisy.
4. People choose to walk, cycle, and use public transport.
5. People feel safe.
6. Things to see and do.
7. People feel relaxed.

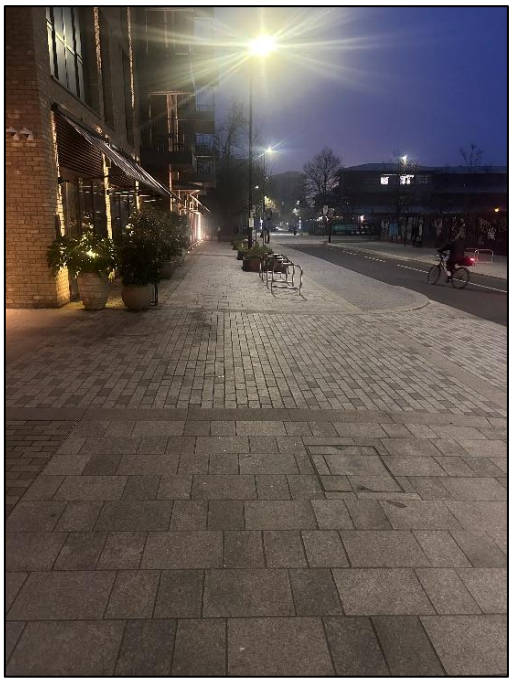
Key Route 1 – Between the Site and Ashley Road

1.12 This Key Route initially runs along Ashley Road to the north of the site, then connects to the Down Lane Park, providing pedestrians with access to Harris Academy Tottenham.

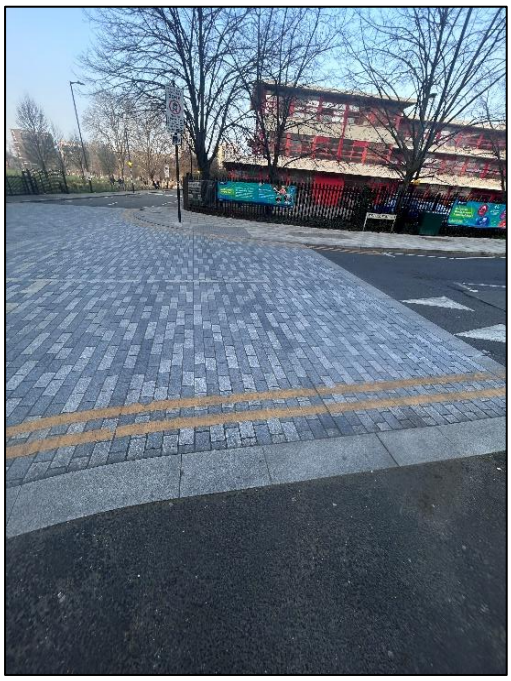
1.13 **Figures 3 to 13** show this Key Route during the day and night respectively.

Figures 3 and 4: Ashley Road (Adjacent to Ashley House)





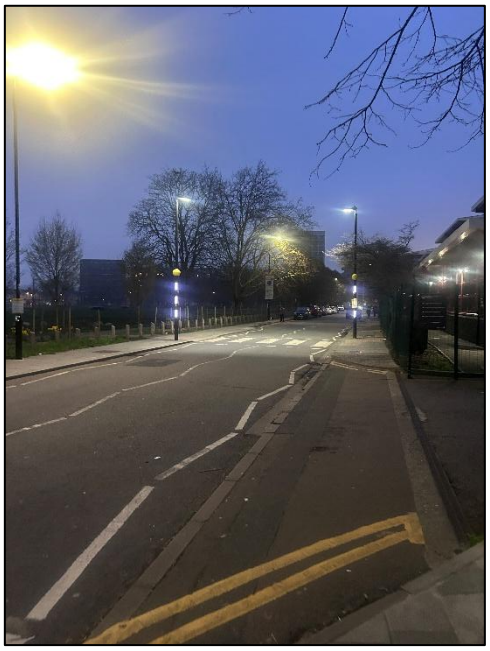
Figures 5 and 6: Ashley Road (Adjacent to Down Lane Park Entrance)





Figures 6 and 7: Ashley Road (Adjacent to Harris Academy Entrance)





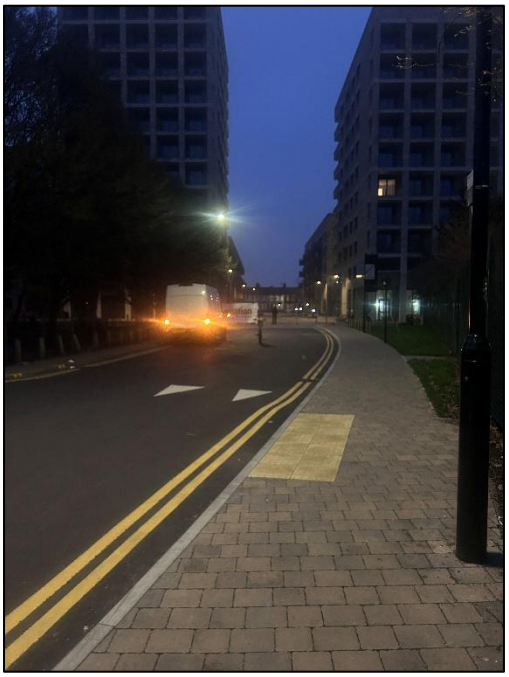
Figures 8 and 9: Ashley Road (Adjacent to Bright Gems Nursery)



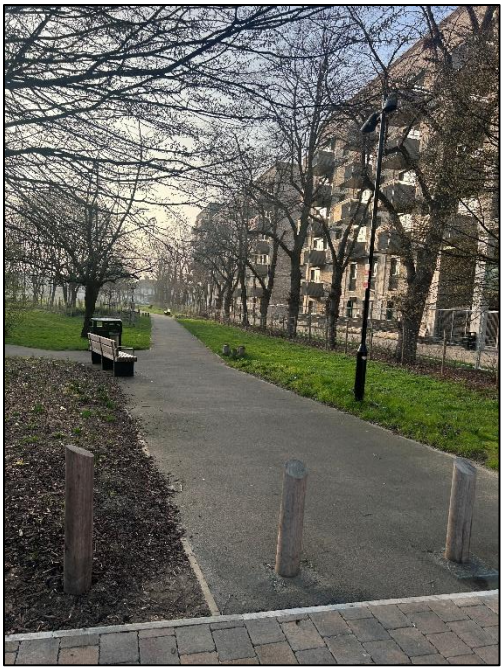


Figures 10 and 11: Ashley Road (End of road)





Figures 12 and 13: Down Lane Park





1.14 This route is generally flat, easy to navigate and walk, with formal crossings points. It is well used by people accessing the local secondary school and nursery, or Down Lane Park

entrance. The existing walking infrastructure has recently been improved in the area as result of recent developments in the area.

1.15 **Table 1** provides the observations for Key Route 1 and reviews the route against each of the Healthy Streets indicators.

Table 1: Healthy Streets Indicators for Route 1

Healthy Streets Indicator	Observations	Area for Improvement
Pedestrians from all walks of life	Overall, the pedestrian environment is excellent, with pedestrianised areas and good footway provision for vulnerable and active users. The pedestrianised areas and footways are flat, and there is suitable footway width to feel safe when walking. A range of individuals were observed walking this route during the day and at night, including women.	There is no clear improvement to support pedestrians from all walks of life on this route.
Easy to cross	This route includes a zebra crossing on Ashley Road, with a range of infrastructure provided. This infrastructure includes tactile paving, dropped kerbs and Belisha Beacons. Raised tables are also present at the Ashley Road / Burdock Road junction facilitating crossing movements. Tactile paving is not provided at some crossings including arms of the Ashley Road / Burdock Road raised table crossing and at garage entrances along Ashley Road.	Consider providing tactile paving where appropriate
Shade and shelter	Some areas for shade and shelter are provided along all sections of the route where some trees are located.	It is considered that the functional nature of this route means that there is no need to improve the shade and shelter.
Places to stop and rest	There are various opportunities to rest within Down Lane Park and along Ashley Road in the form of public benches.	It is considered that the short, functional nature of this route means that there is no need to improve the places to stop and rest.
Not too noisy	Ashley Road features some traffic restrictions including a one-way system where vehicles are only allowed to travel northbound between Hale Road and Burdock Road, meaning noise levels are generally low.	There is no clear improvement to support reduction in noise.
People choose to walk, cycle and use public transport	As previously mentioned, Ashley Road features traffic restrictions for vehicles along much of its length, with clearly marked cycle lanes provided. The low volume of traffic along Ashley Road also creates an environment that is highly conducive to both pedestrian and cycle movements.	It is considered that the short nature of this route means that there is no need to improve the public transport accessibility, and the existing pedestrian / cycling infrastructure in the vicinity of the site is excellent.

People feel safe	The pedestrian crossing facilities situated throughout the route are in an excellent condition and allow people to cross the road with a high degree of safety. The route is well lit and easy to navigate and is heavily utilised by pedestrians accessing the local secondary school. This high volume of pedestrians during school arrival and departure times provides natural surveillance which helps people to feel safe. During the nighttime survey a high volume of pedestrians were routing along Ashley Road and crossing Down Lane Park including women walking on their own. Ashely Road is also well overlooked by residential developments. It is noted that a number of commercial buildings which are currently vacant and waiting for occupiers are present along this route. Once occupied, these will help the area feel safer.	There is no clear improvement to increase safety on this route.
Things to see and do	The route leads directly to Down Lane Park, which provides an expansive area of open green space alongside tennis courts and a playground for public use. Although there are currently no retail services located along this section of Ashley Road, it is observed that retail units are being marketed for rent which may house new facilities in the future. There are a bar and café located along Ashely Road, the bar was well used during the nighttime survey.	It is considered that the short, functional nature of this route means that there is no need to improve the things to see and do.
People feel relaxed	The presence of established motor vehicle restrictions along Ashley Road combined with the generally low volume of motor vehicle traffic contributes to an environment where people feel significantly more relaxed. The substantial presence of pedestrians during school arrival and departure periods enhances the sense of security and ease for those using the route. Additionally, the high volume of pedestrians and the consistent lighting along Ashley Road makes people feel relaxed.	It is considered that the short and functional nature of this route indicates that there is no specific requirement for improvements to enhance the sense of relaxation experienced by those using the path. The brief and direct character of the journey ensures that the current environment remains entirely sufficient for its intended purpose.
Clean air	The route has lower levels of air pollution due to the low number of vehicle traffic.	A reduction in vehicular traffic on Homerton High Street would provide cleaner air along this route.

Summary with Recommendations

Pedestrians from all walks of life

- The route offers an excellent pedestrian environment with flat, wide footways and pedestrianised areas.
- Recommendation: No improvement needed.

Easy to cross

- Crossing facilities are generally good, including zebra crossings, tactile paving, dropped kerbs and raised tables.
- Recommendation: Provide tactile paving where missing, especially at some crossings and garage entrances.

Shade and shelter

- Some shade is available from trees along the route.
- Recommendation: No improvement needed.

Places to stop and rest

- Benches are available in Down Lane Park and along Ashley Road.
- Recommendation: No improvement needed.

Not too noisy

- Noise levels are generally low due to traffic restrictions and low vehicle volumes.
- Recommendation: No improvement needed.

People choose to walk, cycle and use public transport

- The route is well suited to walking and cycling, with traffic restrictions and cycle lanes.
- Recommendation: No improvement needed.

People feel safe

- The route feels safe due to good lighting, strong pedestrian activity, and natural surveillance.
- Recommendation: No improvement needed.

Things to see and do

- The route benefits from access to Down Lane Park, open green space, and some local food and drink uses.
- Recommendation: No improvement needed.

People feel relaxed

- Low traffic, lighting, and strong pedestrian presence contribute to a relaxed environment.
- Recommendation: No improvement needed.

Clean air

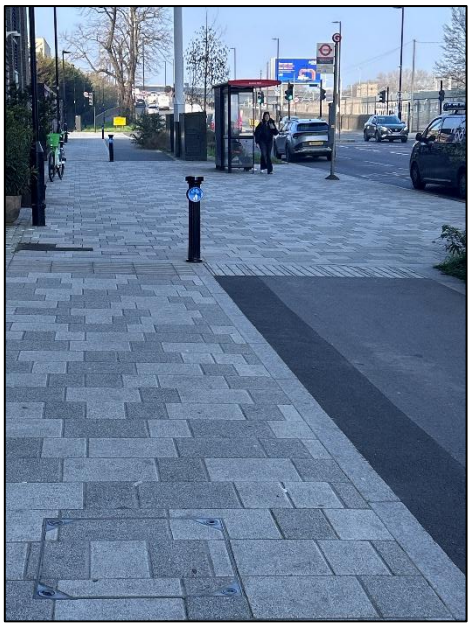
- Air quality is generally good because of low vehicle traffic.
- Recommendation: Reduce vehicular traffic on Homerton High Street to further improve air quality.

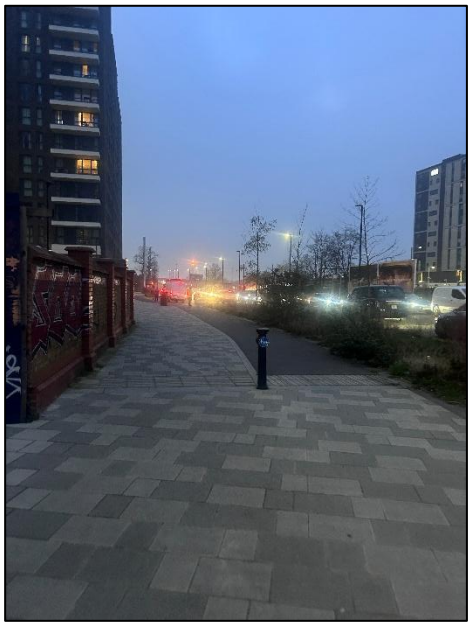
Key Route 2 – Between the Site and Tottenham Hale Retail Centre

1.16 This Key Route diverts to Tottenham Hale Retail Centre, running around the site's perimeter along Ashley Road and Watermead Way. Safe pedestrian crossings are provided at the signal-controlled junctions linking Watermead Way, Tottenham Hale station and Ferry Lane, including a designated crossing onto the western footway at the Ashley Road/Watermead Way junction to serve retail facilities on both sides.

1.17 **Figures 14 to 29** show this Key Route during the day and night respectively. It is noted that areas already covered by Key Route 1 were not included.

Figures 14 and 15: Watermead Way





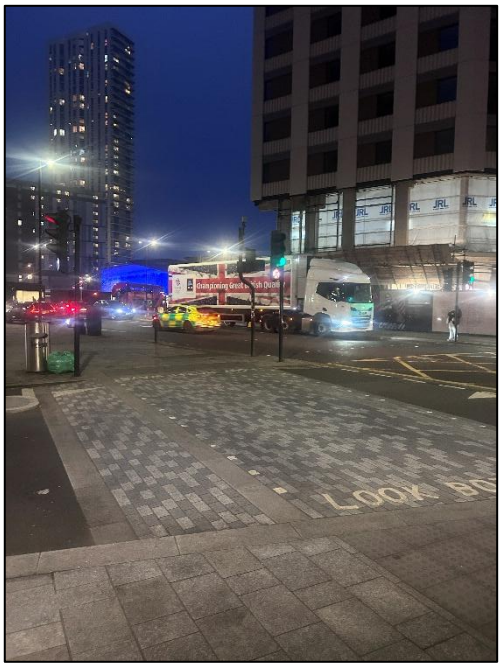
Figures 16 and 17: Watermead Way





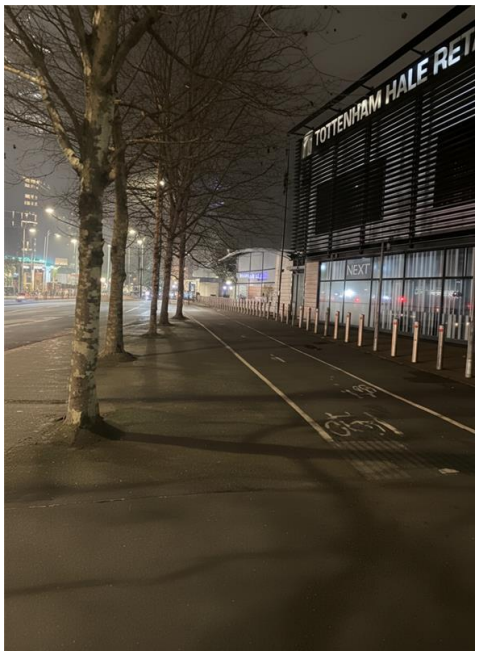
Figures 18 and 19: Watermead Way Crossing onto Tottenham Hale





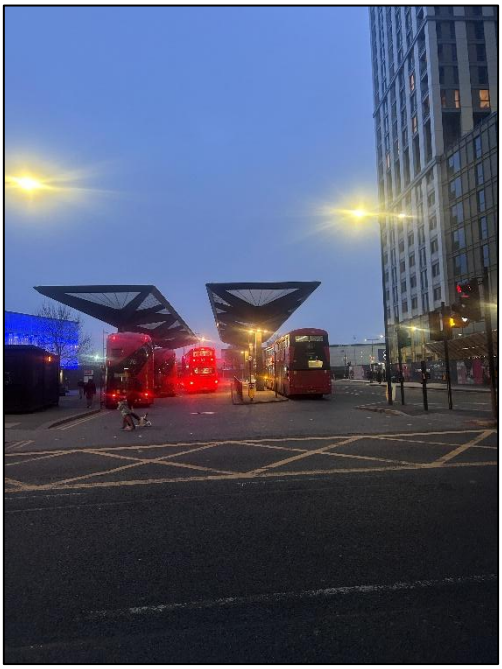
Figures 20 and 21: Ferry Lane





Figures 22 and 23: Tottenham Hale Bus Station and Underground Station





Figures 24 and 25: Ferry Lane towards Daneland Walk



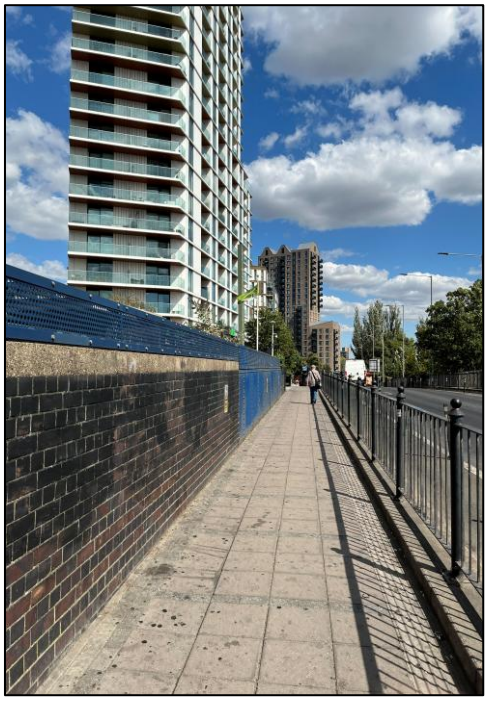
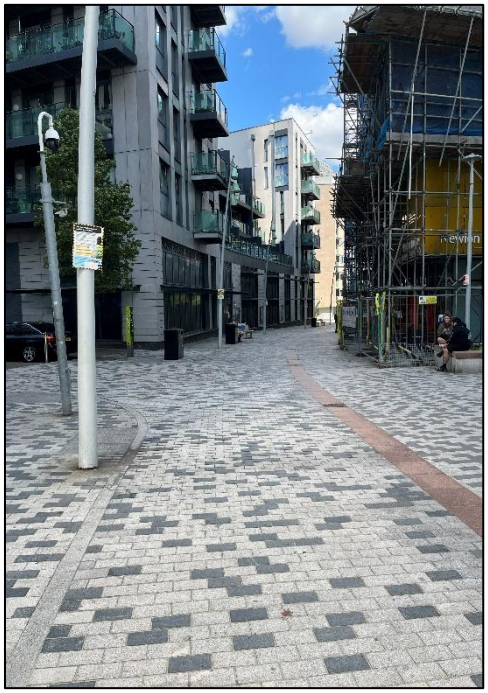


Figure 26 and 27: Daneland Walk and Lebus Street





Figures 28 and 29 Ferry Lane Towards Pymmes Brook and Walthamstow Wetlands





1.18 **Table 2** provides the observations for Key Route 2 and reviews the route against each of the Healthy Streets indicators.

Table 2: Healthy Streets Indicators for Route 2

Healthy Streets Indicator	Observations	Area for Improvement
Pedestrians from all walks of life	Overall, the pedestrian environment is appropriate, with pedestrianised areas and good footway provision for vulnerable and active users. The pedestrianised areas and footways are flat, and there is suitable footway width to feel safe when walking throughout most of the route. Shared footway / cycleways are well signed with corduroy paving provided.	There is no clear improvement to support pedestrians from all walks of life on this route.
Easy to cross	This route provides controlled crossings at the signal-controlled junctions linking Watermead Way, Tottenham Hale station and Ferry Lane, together with a designated crossing onto the western footway at the Ashley Road and Watermead Way junction. Alternatively, safe crossings are also available at the junction between Station Road / The Hale and Broad Lane, providing access to Tottenham Hale Retail Park. Pedestrian infrastructure including tactile paving, bollards and dropped kerbs are provided at crossing points.	There is no clear improvement to support the crossing points on this route.
Shade and shelter	Shelter is provided at the various bus stops adjacent to Tottenham Hale Station.	It is considered that the short, functional nature of this route means that there is no need to improve the shade and shelter.
Places to stop and rest	Seating in the public realm is provided at the bus stops adjacent to Tottenham Hale Station. Seating is also available at local cafes along the route and on Daneland Walk which provides a pedestrianised through route to Mill Mea Road.	It is considered that the short, functional nature of this route means that there is no need to improve the places to stop and rest.
Not too noisy	This route runs alongside the major bus interchange at Tottenham Hale station and is adjacent to the busy highway links of Ferry Lane and Hale Road, resulting in high traffic volumes and elevated noise levels along the route. This is reduced at Daneland Walk due to its pedestrianised nature and distance from Ferry Lane's carriageway.	There is no clear improvement to support reduction in noise.
People choose to walk, cycle and use public transport	Some cycle infrastructure is provided along the route, including Advanced Stop Lines at several traffic signals. The pedestrian areas and footways are generally well maintained and are suitable for all users. Cycle parking is provided for both visitors and residents at various points along the route in the form of Sheffield Stands including outside Tottenham Hale underground station. Shared footway / cycleways are provided along Watermead Way, Station Road and Ferry Lane. To the east of Tottenham Hale Retail Park on-road cycle lanes are provided along Ferry Lane. E-bike hiring services are also available within the area.	It is considered that the short nature of this route means that there is no need to improve the public transport accessibility, and the existing pedestrian / cycling infrastructure in the vicinity of the site is excellent.

People feel safe	The pedestrian crossing facilities along the route are in excellent condition and allow people to cross safely. The route is well-lit, easy to navigate and is very well used by pedestrians accessing shops along Tottenham Hale Retail Park, Tottenham Bus Station and Underground Station (both during the day and at night). The high volume of pedestrians provides natural surveillance, helping people to feel safe.	There is no clear improvement to increase safety on this route.
Things to see and do	Several shopping and retail facilities are located within Tottenham Hale Retail Park as well as adjacent to Tottenham Hale Underground Station, including supermarkets, homeware shops and other retail outlets. Tottenham Hale Retail Park functions as the primary retail hub for Tottenham Hale residents and provides the main local centre within close proximity to the site.	It is considered that the short, functional nature of this route means that there is no need to improve the things to see and do.
People feel relaxed	The relatively high number of vehicles flows along the route can lead to people feeling less relaxed when travelling along the route. The high pedestrian footfall along this route helps people feel more relaxed at night.	It is considered that the short and functional nature of this route indicates that there is no specific requirement for improvements to enhance the sense of relaxation experienced by those using the path. The brief and direct character of the journey ensures that the current environment remains entirely sufficient for its intended purpose.
Clean air	The route in proximity to the site has elevated levels of air pollution due to higher volumes of traffic flow.	It is considered that the short, functional nature of this route means that there is no need to improve air quality

Summary with Recommendations

Pedestrians from all walks of life

- The route has good pedestrian provision, with flat footways, pedestrianised areas, and signed shared paths.
- Recommendation: No improvement needed.

Easy to cross

- Crossing points are well provided for, with signal-controlled junctions, tactile paving, bollards, and dropped kerbs.
- Recommendation: No improvement needed.

Shade and shelter

- Shelter is available at bus stops near Tottenham Hale Station.
- Recommendation: No improvement needed.

Places to stop and rest

- Seating is available at bus stops and nearby cafes.
- Recommendation: No improvement needed.

Not too noisy

- Noise levels are high due to nearby bus and highway traffic.
- Recommendation: No clear improvement identified.

People choose to walk, cycle and use public transport

- The route is well served by walking and cycling infrastructure, cycle parking, and e-bike hire.
- Recommendation: No improvement needed.

People feel safe

- The route is well lit, busy, and benefits from good natural surveillance.
- Recommendation: No improvement needed.

Things to see and do

- There are many retail and shopping facilities nearby, especially at Tottenham Hale Retail Park.
- Recommendation: No improvement needed.

People feel relaxed

- Heavy traffic can reduce relaxation, although pedestrian activity helps at night.
- Recommendation: No specific improvement required.

Clean air

- Air quality is affected by high traffic volumes.
- Recommendation: Improve air quality by reducing traffic where possible.

Key Route 3 – Between the Site and Bruce Grove Overground Station

1.19 This Key Route runs to Bruce Grove Overground station, providing direct access to Monument Way and Tottenham High Street and linking the site to local transport and retail connections.

1.20 **Figures 30 to 47** show this Key Route during the day. It is noted that as the park is unlikely to be a destination during the night hours, this route is not included as part of the night-time assessment.

Figures 30 and 31: Monument Way



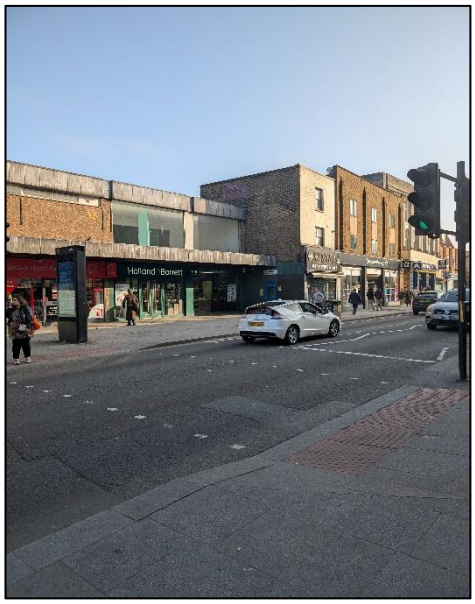


Figures 32 and 33: Monument Way





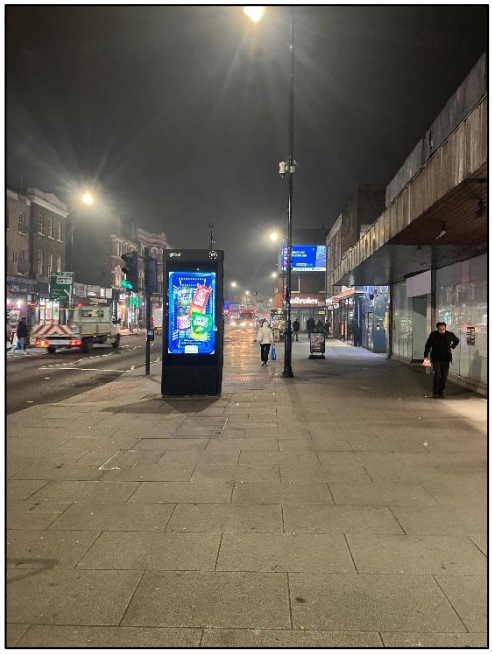
Figures 34 and 35: Tottenham High Street





Figures 36 and 37: Tottenham High Street





Figures 38 and 39 Tottenham High Street



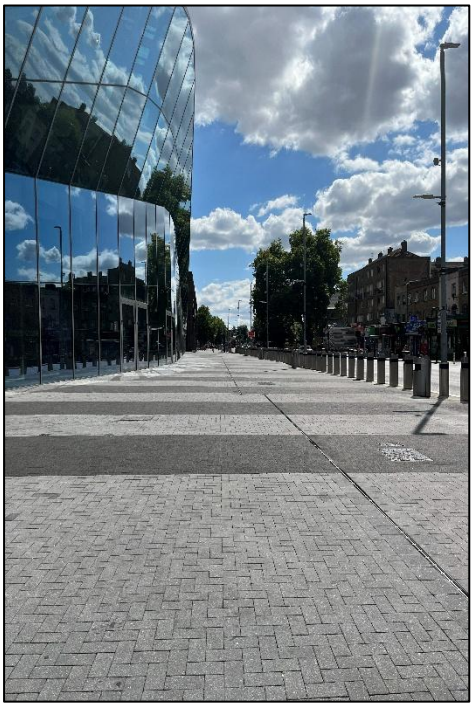


Figures 40 and 41: Tottenham High Street





Figures 42 and 43: Tottenham High Street near Tottenham Hotspur Stadium





Figures 44 and 45: Alternative Route to High Street via Chestnut Road





Figure 46 and 47: Alternative Route to High Street via Chestnut Road





1.21 **Table 3** provides the observations for Key Route 3 and reviews the route against each of the Healthy Streets indicators.

Table 3: Healthy Streets Indicators for Route 3

Healthy Streets Indicator	Observations	Area for Improvement
Pedestrians from all walks of life	Overall, the pedestrian environment is acceptable, with pedestrianised areas and generally good footway provision for vulnerable and active users. However, it was noted that during the night, some sections of Monument Way did not have sufficient lighting, particularly near the Hale Road / Park View Road Junction and opposite the Tottenham Hale Premier Inn. Footway widths along the route are generally adequate to provide a sense of safety for pedestrians, with footway widths seeing a significant increase close to Tottenham Hotspur stadium. A range of people were observed using the route during the day and night.	It is advised that improvements to lighting are made to areas of Monument Way where lighting is currently insufficient.
Easy to cross	This route generally has good signal-controlled crossing points at the Hale Road / Monument Way junction. with a range of infrastructure provided. This infrastructure includes tactile paving, bollards, guard railing and dropped kerbs to provide at-grade crossing points for pedestrians. However, the lack of signals on the Hale Rale / Park View Road junction indicating when pedestrian movements are safe can make crossing the junction feel unsafe. Multiple crossing points are present along Tottenham High Road.	Introduce light-controlled crossing at the Hale Road / Park View Road junction, integrating it with the existing traffic signals.
Shade and shelter	Shade and shelter are provided at bus stops along the route, including at Monument Way and Tottenham High Road.	It is considered that the short, functional nature of this route means that there is no need to improve the shade and shelter.
Places to stop and rest	Seating areas are provided at bus stops along the route. Seating is also available near the Church Road junction close to Tottenham Hotspur Stadium.	It is considered that the short, functional nature of this route means that there is no need to improve the places to stop and rest.
Not too noisy	Tottenham High Road is a nosier environment and experiences slightly higher traffic volumes, but this is expected on a key road link.	It is considered that as the development is proposed to be largely car free, there is no need to minimise the impact on noise levels.
People choose to walk, cycle and use public transport	Cycle parking is provided for both visitors and residents at various points along the route in the form of Sheffield Stands and covered cycle stores.	It is considered that the short nature of this route means that there is no need to improve the public transport accessibility, and the existing pedestrian / cycling infrastructure in the vicinity of the site is excellent.

People feel safe	The pedestrian crossing facilities along Tottenham High Road are in excellent condition and allow safe crossing. However, as aforementioned, the lack of signals on the Hale Road / Park View Road junction indicating when pedestrian movements are safe can make crossing the junction feel unsafe. The route is largely well illuminated, with small sections of Monument Way lacking sufficient lighting. Both Monument Way and Tottenham High Road experience substantial daytime footfall. It is noted that a Metropolitan Police Station is located along the route and various police officers were observed patrolling the area during the day. The route is well-lit, easy to navigate and is well used by pedestrians in the vicinity of the site (both during the day and at night). The high volume of pedestrians provides natural surveillance, helping people to feel safe.	It is advised that further lighting is installed along Monument Way where lighting is insufficient.
Things to see and do	Local shops and cafes on Tottenham High Road and Welbourne Health Centre on Monument Way which provides medical services.	It is considered that the short, functional nature of this route means that there is no need to improve the things to see and do.
People feel relaxed	Although the route contains ample footway space and appropriate crossing points, the elevated volume of motor vehicle traffic along Tottenham High Road can alter the perception of the route and make it less relaxing	As the development proposes a largely car-free scheme, improvements to the route's relaxed feeling are not considered to be necessary.
Clean air	The route in proximity to the site has elevated levels of air pollution due to higher volumes of traffic flow.	As the development proposes a largely car-free scheme; no improvements to the levels of air pollution have been identified.

Summary with Recommendations

Pedestrians from all walks of life

- The route is generally suitable for pedestrians, but some sections of Monument Way have poor lighting at night.
- Recommendation: Improve lighting on darker sections of Monument Way, especially near the Hale Road / Park View Road junction and opposite the Tottenham Hale Premier Inn.

Easy to cross

- Most crossings are well provided, but the Hale Road / Park View Road junction lacks signal support for safer pedestrian movement.
- Recommendation: Install signal-controlled crossing facilities at the Hale Road / Park View Road junction.

Shade and shelter

- Shade and shelter are available at bus stops along the route.

- Recommendation: No improvement needed.

Places to stop and rest

- Seating is available at bus stops.
- Recommendation: No improvement needed.

Not too noisy

- Tottenham High Road is noisy due to traffic, but this is expected on a main road.
- Recommendation: No improvement needed.

People choose to walk, cycle and use public transport

- The route has good cycling provision, including cycle parking and covered stores.
- Recommendation: No improvement needed.

People feel safe

- The route is generally safe and well used, but insufficient lighting on Monument Way and the unsignalised junction reduce comfort.
- Recommendation: Add further lighting along Monument Way and improve junction safety at Hale Road / Park View Road.

Things to see and do

- Local shops, cafes, and a health centre are available nearby.
- Recommendation: No improvement needed.

People feel relaxed

- Traffic on Tottenham High Road can make the route feel less relaxing.
- Recommendation: No improvement needed, given the proposed car-free development.

Clean air

- Air pollution is elevated because of traffic.
- Recommendation: No improvement needed, given the proposed car-free development.

Key Route 4 – Between the Site and Seven Sisters Overground Station

1.22 This Key Route runs south from the site along its eastern perimeter via Sedgwick Street, then continues west along Broad Lane and south on Seven Sisters Road to Seven Sisters Overground and rail station, providing direct access to the station.

1.23 **Figures 48 to 55** show this Key Route during the day and night respectively.

Figures 48 and 49: Broad Lane





Figures 50 and 51: Broad Lane





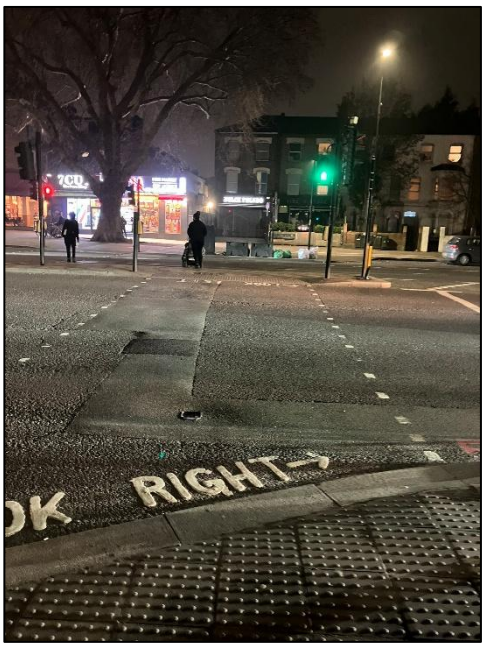
Figures 52 and 53: Broad Lane





Figures 54 and 55: Seven Sisters Road





1.24 The route is generally flat, is easy to navigate and walk along, and is well used by individuals accessing Homerton Station and the local primary school.

1.25 **Table 4** provides the observations for Key Route 4 and reviews the route against each of the Healthy Streets indicators.

Table 4: Healthy Streets Indicators for Route 4

Healthy Streets Indicator	Observations	Area for Improvement
Pedestrians from all walks of life	Overall, the pedestrian environment is good, with good footway provision for vulnerable and active travel users. The footways are flat, and there is suitable footway width to feel safe when walking. Crossings are provided regular along this route in the form of raised tables, informal crossings marked with tactile paving and dropped kerbs and Zebra crossings. A range of individuals were observed walking this route during the day, with lower levels of footfall along some sections of Broad Lane during the night.	There is no clear improvement to support pedestrians from all walks of life on this route.
Easy to cross	This route benefits from suitable signal-controlled crossings and zebra crossings at various points along both Broad Lane and Seven Sister's Road. At crossing points, a range of infrastructure is provided includes tactile paving, dropped kerbs, some crossings are provided with raised tables.	There is no clear improvement to support the crossing points on this route.
Shade and shelter	Small areas for shade and shelter are provided on Broad Lane where some trees are located. Additional shelter is provided at various bus stops along the route.	It is considered that the, functional nature of this route means that there is no need to improve the shade and shelter.
Places to stop and rest	Page Green Common provides seating and is a nice place to stop and rest. Bus stops along the route also provide seating and shelter. Various cafes and restaurants are located along the route which can also provide seating.	It is considered that the short, functional nature of this route means that there is no need to improve the places to stop and rest.
Not too noisy	Broad Lane and Seven Sisters Road form a noisier, busier environment with slightly higher traffic volumes, which is typical for a primary road link.	There is no clear improvement to support the decrease of noise along the route.
People choose to walk, cycle and use public transport	The overall footways are well maintained for all pedestrian users. A shared footway / cycleway is provided along Broad Lane between Markfield Road and Ferry Lane, this is well signposted and corduroy paving is provided at entrances and exits to shared surfaces. The shared footway / cycleway is well used by pedestrians and cyclists. Cycle parking is available at various points throughout the route in the form of Sheffield Stands. Bus stops along the route were largely well maintained, offering sheltered seating areas and up to date timetable information.	It is considered that the short nature of this route means that there is no need to improve the public transport accessibility, and the existing pedestrian / cycling infrastructure in the vicinity of the site is excellent.
People feel safe	The pedestrian crossing facilities on both Broad Lane and Seven Sisters Road are in suitable condition and allow people to cross safely. A traffic camera is located along this route and therefore helps to promote the reduction of vehicle speeds. The route is well-lit, easy to navigate and is well used by pedestrians in the vicinity of the site (both during the day and at night). The high volume of pedestrians provides natural surveillance, helping people to feel safe. Broad Lane is also well overlooked by residential dwellings and with regular vehicle movements this helps provide additional natural surveillance. Seven Sisters Road and High Road are highly pedestrianised at night which also help provide natural surveillance.	Increase of footfall between the site and Seven Sisters Station will further assist people's perception of safety along the route.
Things to see and do	Several shopping / retail facilities are located on High Street along this route. Outside of these shopping / retail facilities, the short nature of this route means that there are not many things to see or do.	It is considered that the short, functional nature of this route means that there is no need to improve the things to see and do.

People feel relaxed	The route is relatively relaxing to walk with good crossing facilities provided.	There is no clear improvement to the route's relaxed perception.
Clean air	The low motor vehicle traffic in the vicinity of the site means the route has cleaner air with minimal traffic volumes.	There is no clear improvement to the route's air quality.

Summary with Recommendations

Pedestrians from all walks of life

- Good footways, flat surfaces, and regular crossing points support all users.
- Recommendation: No improvement needed.

Easy to cross

- Crossings are well provided with signal control, zebra crossings, tactile paving, dropped kerbs, and some raised tables.
- Recommendation: No improvement needed.

Shade and shelter

- Some shade is available from trees, and bus stops provide shelter.
- Recommendation: No improvement needed.

Places to stop and rest

- Seating is available at Page Green Common, bus stops, and nearby cafes/restaurants.
- Recommendation: No improvement needed.

Not too noisy

- The route is busier and noisier, reflecting its primary road function.
- Recommendation: No clear improvement identified.

People choose to walk, cycle and use public transport

- The route has well-maintained footways, shared cycle facilities, cycle parking, and good bus stop provision.
- Recommendation: No improvement needed.

People feel safe

- Good lighting, surveillance, and well-used crossings contribute to safety.
- Recommendation: Increase footfall between the site and Seven Sisters Station to further improve perceived safety.

Things to see and do

- Some retail and shopping uses are present, but the route is short and functional.

- Recommendation: No improvement needed.

People feel relaxed

- The route feels reasonably relaxing due to good crossings and safe pedestrian conditions.
- Recommendation: No improvement needed.

Clean air

- Low traffic levels mean air quality is generally good.
- Recommendation: No improvement needed.

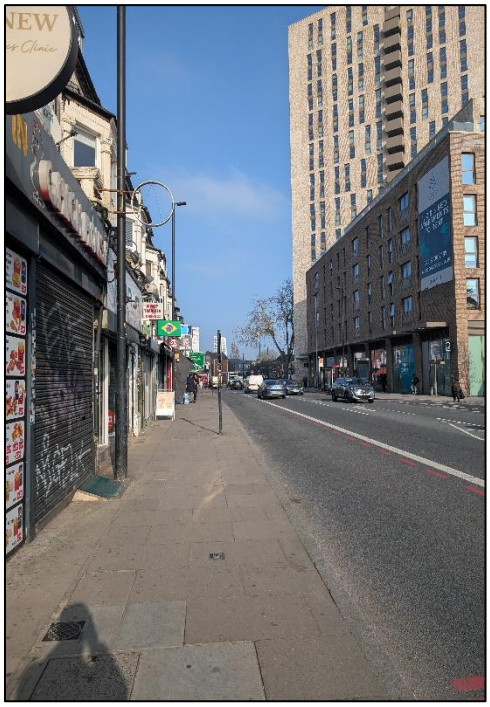
Key Route 5 – Between the Site and Seven Sisters Station (via High Road)

1.26 This Key Route runs southwest toward Seven Sisters Underground station via Tottenham High Road. Monument Way was assessed under a previous route, so this assessment covers only the section along Tottenham High Road.

1.27 **Figures 56 to 61** show this Key Route during the day.

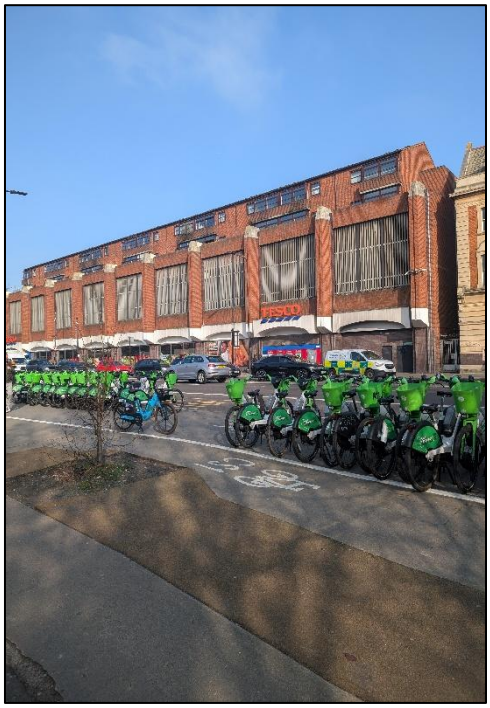
Figures 56 and 57: Seven Sisters Road





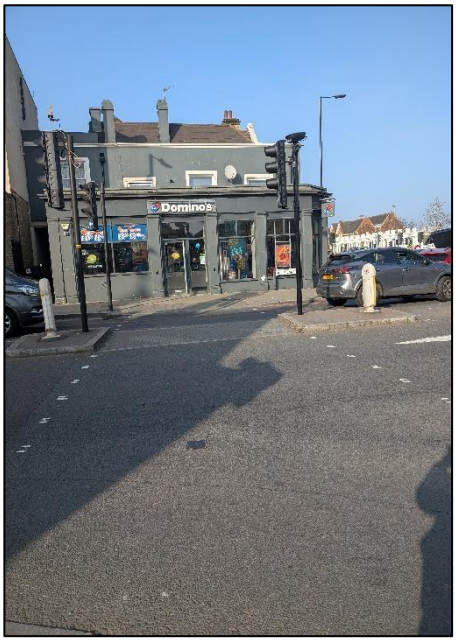
Figures 58 and 59: Tottenham High Road





Figures 60 and 61: Tottenham High Road





1.28 **Table 5** provides the observations for Key Route 5 and reviews the route against each of the Healthy Streets indicators.

Table 5: Healthy Streets Indicators for Route 5

Healthy Streets Indicator	Observations	Area for Improvement
Pedestrians from all walks of life	Overall, the pedestrian environment is good, with ample footway provision for vulnerable and active pedestrians. A slight gradient is present along Tottenham High Road. Footways are wide and allow pedestrians to feel secure when walking. A range of people were observed using the route during the day, including women.	There is no clear improvement to support pedestrians from all walks of life on this route.
Easy to cross	This route includes signal controlled crossings at multiple locations along Tottenham High Road and is served by pedestrian infrastructure such as tactile paving, dropped kerbs and refuge islands.	There is no clear improvement to support the crossing points on this route.
Shade and shelter	Small areas for shade and shelter are provided on High Street where some trees are located. Additional shelter is provided at various bus stops along the route.	It is considered that the short, functional nature of this route means that there is no need to improve the shade and shelter.
Places to stop and rest	Shade and shelter are provided at bus stops along the route. There are several cafes and restaurants along the route which offer seating and opportunity for resting.	It is considered that the short, functional nature of this route means that there is no need to improve the places to stop and rest.
Not too noisy	Tottenham High Road sees a reasonable level of traffic flow, resulting in an increased level of noise. This is expected on a key road link.	It is considered that as the development is proposed to be largely car free, there is no need to minimise the impact on noise levels.
People choose to walk, cycle and use public transport	Wide footways and safe crossing points at multiple locations along the route support pedestrian movement and encourage footfall. Several electric bike parking bays for rental services and multiple Sheffield stands provide short term cycle parking. Cycle lanes are provided on the western footway of the assessed section of Tottenham High Road.	It is considered that the short nature of this route means that there is no need to improve the public transport accessibility, and the existing pedestrian / cycling infrastructure in the vicinity of the site is excellent.
People feel safe	The pedestrian crossing facilities on Tottenham High Road are in suitable condition and allow people to cross safely. The route is well lit, easy to navigate and is well used by pedestrians, particularly through Homerton High Street. High pedestrian numbers provide natural surveillance and help people to feel safe. However, the western footway features a two-way cycleway, and several e bikes were observed travelling on the footway outside the designated cycle lane, which reduced the perceived safety along the route.	Increase enforcement on Tottenham High Road to ensure e bikes use the designated cycle lanes. Measures could include targeted patrols, clearer signage, monitoring and cooperation with rental operators, and appropriate penalties for noncompliance to improve compliance and perceived safety.
Things to see and do	Several shopping / retail facilities are located on Tottenham High Road along this route.	It is considered that the short, functional nature of this route means that there is no need to improve the things to see and do.
People feel relaxed	The route is relatively relaxing to walk with good crossing facilities provided, although this is impacted by the presence of e-bikes outside of the designated cycle lanes.	Improved policing and enforcement of cycle lane use will help users of the route feel more relaxed and safer.

Clean air	The route has elevated levels of air pollution due to higher volumes of traffic flow.	As the development proposes a largely car-free scheme; no improvements to the levels of air pollution have been identified.

Summary with Recommendations

Pedestrians from all walks of life

- Good footways and a generally secure walking environment support a wide range of users.
- Recommendation: No improvement needed.

Easy to cross

- Signal-controlled crossings, tactile paving, dropped kerbs, and refuge islands are already provided.
- Recommendation: No improvement needed.

Shade and shelter

- Some shade and shelter are available from trees and bus stops.
- Recommendation: No improvement needed.

Places to stop and rest

- Bus stops, cafes, and restaurants provide opportunities to rest.
- Recommendation: No improvement needed.

Not too noisy

- Traffic levels create some noise, but this is expected on a main road.
- Recommendation: No improvement needed.

People choose to walk, cycle and use public transport

- Wide footways, crossings, cycle parking, and cycle lanes support walking and cycling.
- Recommendation: No improvement needed.

People feel safe

- The route is well lit and busy, but e-bikes using footways reduce perceived safety.
- Recommendation: Increase enforcement to keep e-bikes in designated cycle lanes.

Things to see and do

- Shops and retail facilities are available along the route.
- Recommendation: No improvement needed.

People feel relaxed

- The route is generally relaxing, but inappropriate e-bike use affects comfort.
- Recommendation: Improve policing and enforcement of cycle lane use.

Clean air

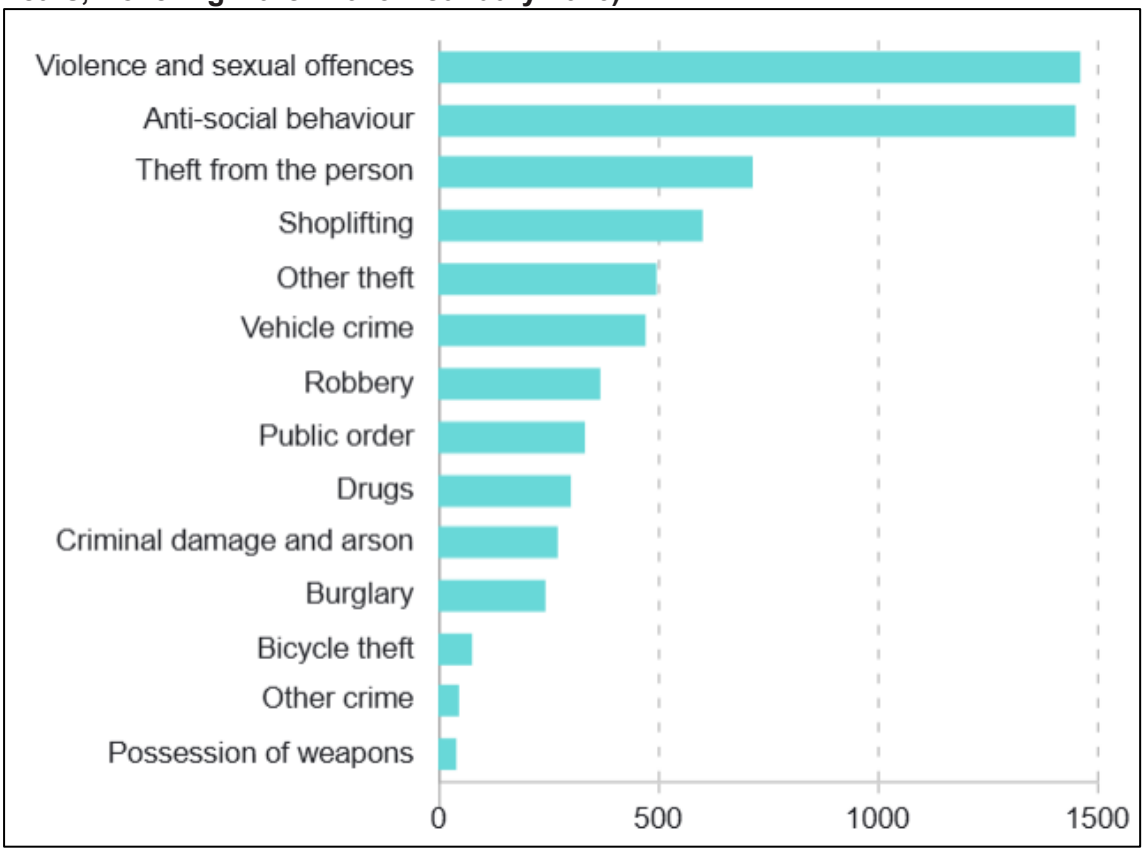
- Air pollution is higher due to traffic.
- Recommendation: No improvement needed, given the proposed car-free development.

Crime Statistics

1.29 Crime statistics have been obtained and reviewed from the Police website (www.police.uk) for the Homerton area.

1.30 Over the last three years, the number of reported crimes per quarter has remained reasonably consistent in the Tottenham Hale (approximately 566 reported per quarter). The breakdown by type of reported crime during this period is shown in **Figure 50**.

Figure 50: Description of Reported Crime Types in Tottenham Hale Last Three Years, Covering March 2023 – January 2026)



Source: Police.UK Website.

1.31 Details of policing priorities (issued November 2025) have been extracted from the Police website which shows the following three targets for Tottenham Hale:

- Tottenham Hale's ward priority 1 is to combat Robberies in and around Hale village N17 - The team will action this priority by carrying out weapon sweeps to open areas known to be frequented by offenders. Offenders to be disrupted and Stop and Search powers to be utilised where possible.
- Tottenham Hale's ward priority 2 is to tackle Shoplifting from Aldi, Hogh road N17 – The team will action this priority by carrying out High Visibility patrolling, conducting safer business action days, Partnership working and crime prevention visits.
- Tottenham Hale's ward priority 3 is to reduce Burglary in Hale village – The team will action this priority by delivering Crime prevention advice. Leaflet dropping and working with partner agencies. Regular high Visibility patrols and partnership working

1.32 The policing priorities show a number of actions being taken by the police to address the three target areas, enhancing safety in the Tottenham Hale.

Summary

1.33 This ATZ Assessment provides a review of the key pedestrian and cycling routes to and from the site against the relevant Healthy Streets indicators during both the day and at night.

1.34 These routes provide an effective summary of the context of the site relative to key local public transport stations / stops, car parks and the surrounding residential catchment areas via routes that are most likely to be used by future visitors at the site.

1.35 This Day-Time and Night-Time ATZ Assessment shows that local public transport stations / stops and the surrounding residential catchment areas are easily accessible from the site on foot. These routes are of good quality, are well used and lit during hours of darkness and provide a safe means of access to / from the site. It is considered that these routes are suitable to support access to the development (both during both the day and at night) in line with the Healthy Streets indicators.

1.36 Across the assessments, most indicators required no significant improvement, reflecting the short and functional nature of the routes and the generally positive walking environment. However, a few recurring issues were identified:

- Lighting improvements were needed in some locations, particularly on darker sections of Monument Way.
- Crossing safety could be improved at specific junctions where signal control is limited.
- Tactile paving should be added where missing at certain crossing points.
- Enforcement of cycle lane use is needed in areas where e-bikes were observed using footways.
- Air quality and noise were generally influenced by traffic, although in some cases the proposed car-free nature of development reduces the need for mitigation.