



Mr Nathan Keyte
Principal Planning Officer
Haringey Council
Planning Service, Level 6,
River Park House,
Wood Green N22 8HQ

Michael Poteliakhoff
Consultation Coordinator
Haringey Cycling Campaign

20th December 2023

Dear Mr Keyte,

Tottenham Hale Station Planning Application ref HGY/2023/3078

HCC welcomes the proposed improvement of cycle provision at the Ferry Lane railway bridge, however we are concerned the present design may increase and will certainly not mitigate the present level of cycle/ pedestrian conflict. Presently cycle users approaching from the 2-way pavement track at Broad Lane have no convenient way of crossing to the with-flow eastbound cycle lane. The existing staggered toucan crossing is woefully inadequate and they habitually continue on the pavement. There is no signage to indicate the end of eastbound shared use, so they may not even realise they are not meant to do this. The present design proposals will effectively encourage this, with the with flow track being used as 2-way, spilling over to the pedestrian area. Our detailed comments are listed below and are also noted to the attached drawing.

Looking at the broader picture, it is regrettable that key features of the Tottenham Hale Masterplan have not been implemented, in particular Cycle Hub adjacent to the Station and the additional railway bridge, which would have mitigated overcrowding on the existing bridge. We urge the London Underground and National Rail to jointly provide secure cycle parking, similar to that provided at Richmond Station, which has London Underground and National Rail services. We also urge TfL to monitor traffic on the bridge as new housing developments are completed and plan for reinstatement of plans for an additional bridge.

Detailed Comments-

1. Suggest extend 20mph limit to bridge E approach
2. Tighten kerb radii and form Copenhagen crossing at retail park entrance
(NB the Broad Lane entrance is suitable for HGV access)
3. Cycles from Broad Lane tend to continue E on S side of bridge- resulting in pedestrian conflict. Signpost and provide straight-across crossing to N side, to facilitate changeover
4. Pavement too narrow for shared use, move westbound cycle access adjacent to toucan
5. Please confirm protection of cycle lane at westbound approach to Toucan crossing
6. Please confirm reason for proposed drop kerb for vehicle access, as noted to dwg
7. LTN1/20 compliance requires increased cycle lane width adjacent to vertical barrier. Suggest increase lane width (presently 1.5m) or remove barrier
8. Chamfer edge raised strip, or other feature needed to assist visually impaired and emphasise pedestrian separation at pavement (effect on drainage needs consideration)

Yours sincerely,

Michael Poteliakhoff
for Haringey Cycling Campaign

CC Cllr Mike Hakata, Dylan Beeson, Naima Ihsan, Maurice Richards, Quentin Given, Louise Wass, Ben House