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3rd November 2024

Dear Philip,

Berol Quarter, Ashley Rd Planning Application ref HGY/2023/0261

Although this application includes a new cycle route, HCC doesn't appear to have been consulted. I note the target decision date is the end of this year and I trust our comments on the route can be taken in to account.

The Transport Assessment states "The planting along the southern edge of the site enhances the Green Link whilst maintaining clear routes for pedestrians and cyclists" (section 1.1.3, as below). The enhancement may be true, however the clear route for cyclists is not.

1.1.3 Ground floor masterplan

The proposals for the public realm looks to complete Berol Quarter with a new Square and completion of the Green Link.

The Square creates the foreground to 2 Berol Yard, signifying its significance. It is an intimate public space framed by the adjacent buildings and the green thresholds formed by the proposed tree planting. The planting along the southern edge of the site enhances the Green Link whilst maintaining clear routes for pedestrian and cyclists. The granite paving reflecting the established palette of the site to the south.

Extending north of the Square, Berol Walk is narrow vehicle-free space into which the adjacent retail units will spill out, creating a vibrant, engaging space. The north section of Berol Walk creates an arrival point for the opening through Berol House, as well as spill out areas for the commercial unit and an area for visitor cycle parking.

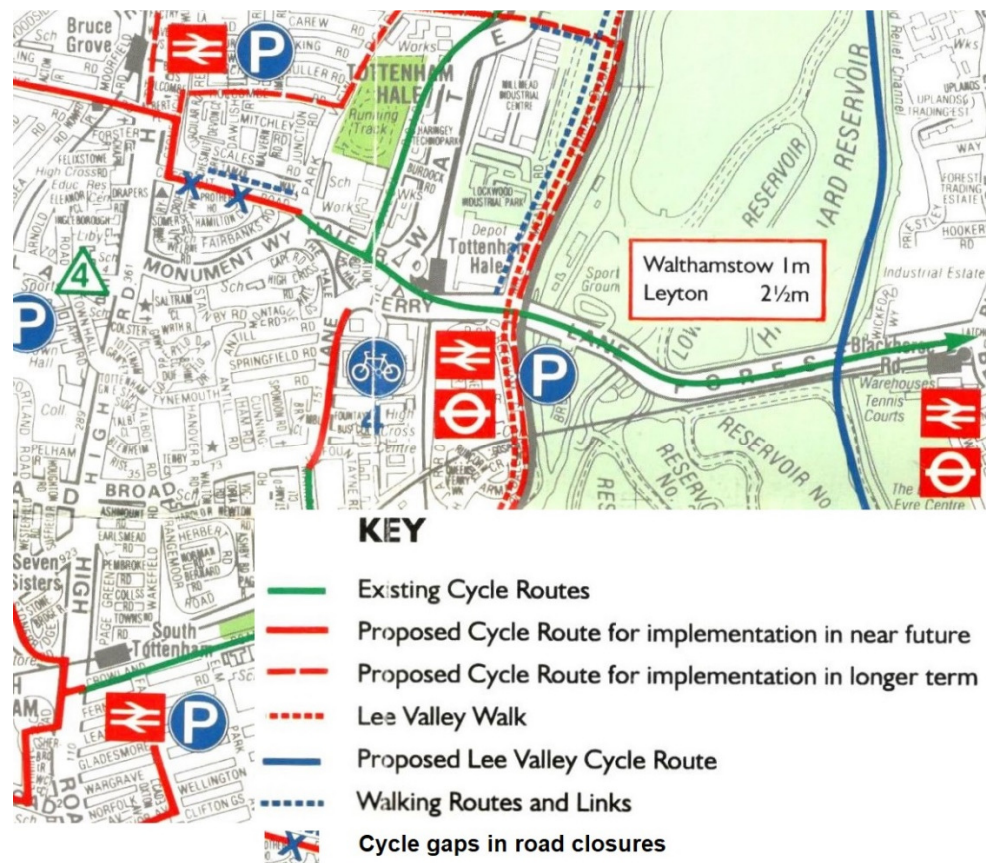
Gessner Lane remains largely unchanged except for the resurfacing of the carriageway to create a permeable surface.

The design creates simple surfaces with tree planting and street furniture, including planters and sculptural elements. This provides maximum flexibility for activities and movement through these intimate spaces and routes.



LTN 1/20 makes it very clear that in urban areas where there is moderate pedestrian and cycle traffic, cycle routes should be segregated and clearly delineated, for example by the use of 60mm sloped kerbs. In the absence of delineation, pedestrians and in particular the visually impaired, will be put at risk.

Cycle routes in Tottenham Hale were originally planned as the LBH Cycling and Walking Map of 1995, as the extract below. The main E/W route was subsequently implemented as LCN 54.



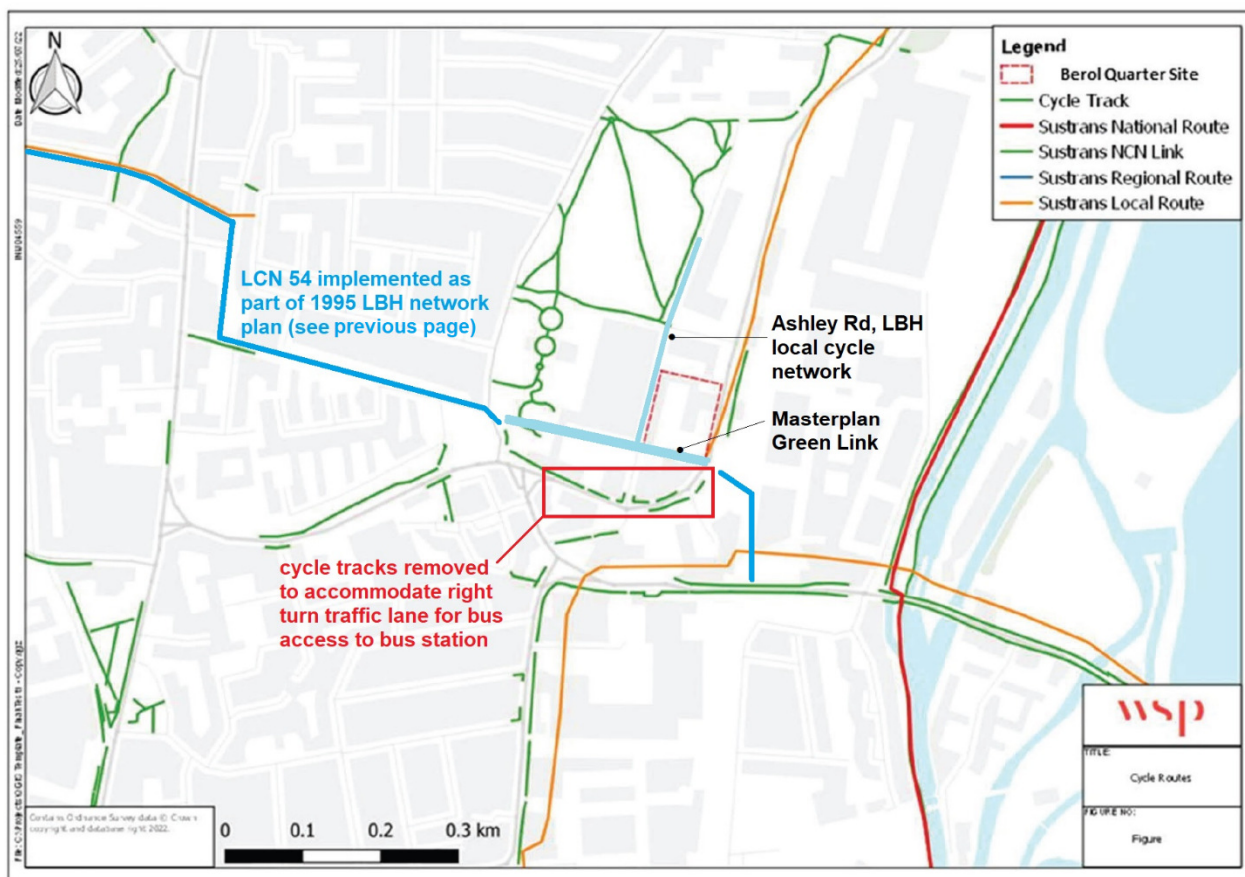
These routes were maintained (and planned to be enhanced) in the Tottenham Hale regeneration Planning Strategy 2015, however unfortunately the need for a right turn lane for buses to enter the Bus Station was not anticipated, and the existing segregated cycle tracks were removed, to allow this.

The current application Travel Plan analysis of local cycling routes (as overpage), is incorrect, as it shows these cycle tracks. The removal of these tracks leaves the Green Link as the primary cycle route for access to all destinations. In view of this it is particularly important that the Green Link route, through the new developments and Down Lane Park, complies with LTN1/20.

The increase in Lime hire bikes and other e-bikes being ridden on pavements is a particular risk to pedestrians, as these bikes are heavier and tend to be ridden faster. Requiring cyclists to ride on pavements, as the present proposals, would help normalise this undesirable practice. Shared use surfaces should *only* be used where there is very light pedestrian traffic and with very clear signage.

Could it please be made a condition of all planning approvals related to this route, that hard landscape details be provided, demonstrating full compliance with LTN1/20, and also that appropriate direction signage be provided?

Figure 3-2 Local Cycling Routes within the Vicinity of the Site



Travel Plan analysis of local cycling routes, with HCC notes

Yours sincerely,

Michael Poteliakhoff
for Haringey Cycling Campaign

CC Office of David Lammy MP, Cllr Mike Hakata, Cllr Ruth Gordon, Sam Neal, Naima Ihsan, Maurice Richards, Jacob Sturdy, Quentin Given, Louise Wass, Ben House, Angela Hobsbaum, Lee Vilinsky