



Town and Country Planning Act 1990

Ferry Lane | Tottenham Hale Station Design and Access Statement

Nov 2023

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I. INTRODUCTION

I.1. Background

Tottenham Hale is a neighbourhood undergoing significant change. It is identified in the London Plan as a future District Centre and it lies at the heart of the Upper Lea Valley Opportunity Area, one of the largest Opportunity Areas in London. A planning framework is in place to guide this change, via the Tottenham Hale District Centre Framework (2015) and Tottenham Area Action Plan (2017). The area was designated a Housing Zone in 2018.

In line with the masterplanning of the emerging district centre, infrastructure is being delivered to support the development of Tottenham Hale. This includes the Harris Academy Tottenham, new commercial uses and award-winning housing schemes of all tenures. TfL has invested circa £65 million since 2015 including on the underground, rail and bus interchange at Tottenham Hale Station, further reflecting the strategic importance of the area. The new bus station offers improved interchange between modes of public transport for local connections.

Placemaking is at the forefront of these new developments, and this includes creating an integrated network of streets and spaces – existing and new – that support active travel, access to public transport and the Mayor's Healthy Streets approach. Connectivity is key to making the development of Tottenham Hale a success and TfL has worked closely with other partners to deliver a better-connected, accessible interchange. This application now proposes an alternative approach to improving station accessibility than was set out in the original application for Tottenham Hale Station upgrade, one that will bring wider active travel and connectivity benefits to the local area and that will be better integrated with emerging and future new development.

Accessibility improvements to Tottenham Hale Station

Tottenham Hale Station is an important transport hub at both a local and sub-regional level. It was identified in the Mayor's Transport Strategy (MTS) as an important Interchange and is served by the London Underground (Victoria line) and national rail services (operated by Greater Anglia), connecting Tottenham Hale to the West End, the City of London, Stratford, Stansted Airport, Cambridge and beyond. Upgrades to the West Anglia Main Line and the future potential of Crossrail 2 reinforce the need for Tottenham Hale to perform as a first-class interchange.

The previous station could not fully support that expectation or the wider regeneration objectives for Tottenham Hale. Capacity was significantly constrained, and improvements were required to reduce congestion and accommodate future growth and demand. The upgrade is now near completion, with significant physical alterations to the station, including a ticket hall that has doubled in size, new gate lines and a new 'Access for All' bridge between platforms.

The station improvements were planned in conjunction with wider enhancements to accessibility. Highway and public realm improvements to Hale Road have improved access to the station from the west, including upgraded crossings. The original application also proposed how the station upgrade would address access to and from the east via a Hale Village link bridge. This would have involved the existing station footbridge being taken out of 'station operation' and being extended to become an unpaid link to Hale Village. For reasons set out in more detail in the next section (I.2) this link bridge is no longer deliverable.



Recent drone footage showing the extent of the growth that has already been delivered in Tottenham Hale. Taken from above Chestnut Rd, looking east



Old Tottenham Hale Station building, looking east



Visualisation of the upgraded station and the new ticket hall. As seen from the southern end of the Station Square, looking north west

I. INTRODUCTION

I.2 The Original Planning Application

The Tottenham Hale Station redevelopment planning application was submitted by Transport for London (on behalf of both Transport for London & Network Rail (NR)) in December 2013 and approved by London Borough of Haringey (LBH) in March 2014.

Both the original 2014 planning permission (HGY/2013/2610) and the revised permission that was consented in 2019 (HGY/2018/1897) contain planning conditions that make reference to measures required for the delivery of a future link bridge from Hale Village.

The bridge from Hale Village was originally intended to be an unpaid connection over the railway and through the station, to improve east-west permeability for residents either side of the railway line. When plans were first submitted, the cost of a link bridge over the tracks into the new Hale Village development was originally estimated at £2-3 million.

Over the course of delivering the station upgrade, design changes have been required. This has included moving the NR 'Access for All' (AfA) bridge further (north) down the platform. This now requires the delivery of a new 'link corridor' for the AfA bridge to connect with the new ticket hall. NR are responsible for delivering this corridor via condition 12 of the 2019 planning consent (HGY/2018/1897)). LBH remain in dialogue with Network Rail about the delivery of this, separate to this planning application.

Other changes in circumstances now mean the Hale Village link bridge cannot be delivered as an unpaid link, as proposed in the original application, and is now unaffordable.

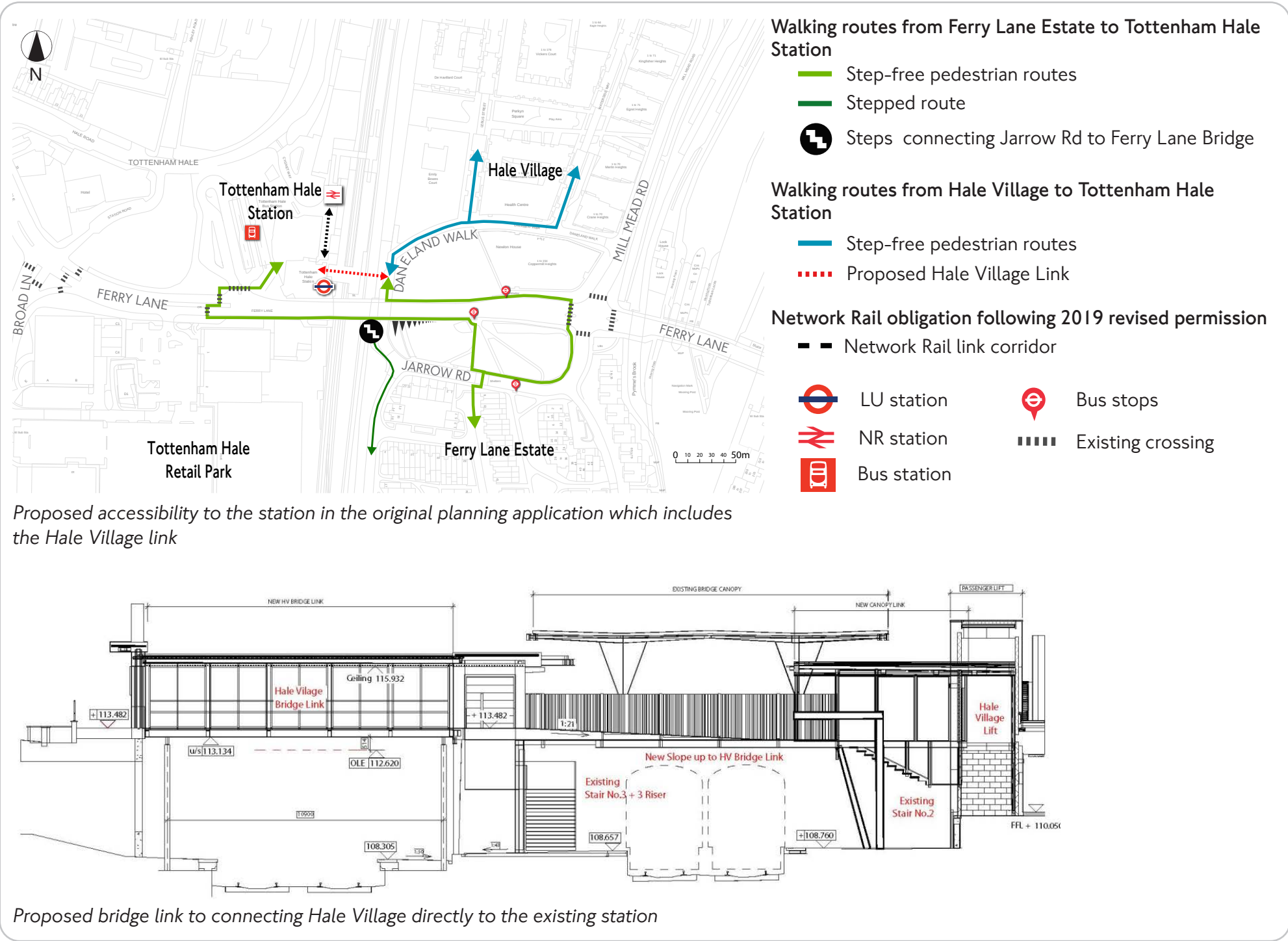
Revised modelling from Network Rail and Greater Anglia for the AfA bridge showed that, unless the existing link bridge also remained, there would be overcrowding on the platform (the next train would arrive before all passengers from the previous train had been able to exit). This meant that the link bridge would need to stay in operation and require ongoing staffing and revenue protection measures – in other words, the Hale Village link bridge would become a paid rather than unpaid link. In order to complete the station upgrade, the link bridge was therefore descope from the main station works. New contracts would be required to implement this element. Furthermore, to conform with updated regulations on clearance between the tracks and overhead cables, the level of the bridge would also need to be raised.

All these changes have resulted in the estimated costs for delivering the link bridge to rise to around £9m at 2019 prices (likely now more than £10m in 2023 prices).

Therefore, to improve east-west access to the station, a reconsideration of options is required. The primary beneficiaries of an unpaid connection would have been Hale Village residents. The consented scheme would not have made any improvement to accessibility for people living south of the station. Those approaching from the east on the south side of Ferry

Lane, would still have to walk past the station and use the crossing by the retail park entrance to access the station. It would also not have made any improvements to cycle connectivity to and from the station.

That is why this TfL is submitting an application to vary the planning condition in the previous planning permission (HGY/2018/1897) that requires the delivery of the link bridge. Proposing instead the delivery of improvements to the Ferry Lane road, as set out in this document.



I. INTRODUCTION

I.3 Site Analysis

In the coming years, the Ferry Lane area will be transformed by emerging new development, creating active frontages, new destinations on the street itself and new pedestrian and cycle desire lines. As more development comes forward, with more people living in the area, demand to access the station and the emerging district centre will substantially increase. The road also has a role in connecting wider walking and cycling networks, for example to the Lea Valley National Park.

Currently the form and function of Ferry Lane work against those area-specific place aspirations, the emerging pattern of demand and the borough and Mayor of London's objectives of promoting modal shift away from car use and towards sustainable transport. Steps to reallocate space to active travel, tackle severance and change the character of Ferry Lane are needed to help realise the place potential of this important road.

History

Tottenham Hale developed as a settlement in the low-lying Lea Valley, with its multiple natural and man-made waterways. The railway was built in 1840 and Tottenham Hale grew substantially as a London suburb from the 1870s onwards. The zone between the railway and the river became an important industrial area from the early 20th century, with industries including clothing and furniture manufacturing. The post-war period saw significant reconfiguration of the road system, with Monument Way becoming the principal east-west route, leading into Ferry Lane bridge from the west.

Severance

This legacy – the landscape, the railway, the land use and the later 20th century road system – means Tottenham Hale suffers from significant severance. Traffic movement through the area is prioritised over people walking, cycling and using public transport, and land uses emerged that rely almost entirely on access by motor traffic. Ferry Lane bridge is a pinch-point for all movement, being the only crossing of the railway line in the wider area.



Western side of the bus station junction, looking east over to the station and Hale Village. Demonstrating the severance for those approaching the station from the southern side.

This is changing incrementally as development sites come forward in the area. Hale Village introduces greater permeability, accessibility to public transport, priority for active travel and active frontages at ground floor. Some sites are in the construction phase, and therefore remain impermeable and difficult for people to move around until the development is complete. Other sites, such as Tottenham Hale Retail Park, are likely to remain in their current, vehicle-dominated form for some years.

Some established places are not likely to change in the foreseeable future. One such place is the Ferry Lane Estate, where the change in level relative to Ferry Lane exacerbates the severance – access between Ferry Lane and Jarrow Road is via steps to the southern footway of Ferry Lane or through the sloping green space on the north side of Jarrow Road.

The character of Tottenham Hale, and the aspiration to make it an accessible, vibrant district centre, is taking shape piece-by-piece over time, leaving people in the meantime to negotiate challenging highway conditions on foot and by cycle, either to move through the area, access public transport or visit existing and emerging local facilities.

Function and character of Ferry Lane

Ferry Lane, a historic route across the Lea Valley, is one of the most important streets in the area. It is not only a key artery for east-west movement and the point of access to the bus and railway stations, but also a place that will take on more of the character of a high street in future. The bus station junction is a key node, where there is demand for people to move to and from the interchange and a need to protect safe, efficient bus movement.

Between the railway bridge and the junction of Hale Road and Monument Way, Ferry Lane has the character of a trunk road rather than a town centre urban street, varying between four and five traffic lanes, with either a physical central reservation or central hatching. This makes it hostile for pedestrians, with a wide kerb-to-kerb distance to cross, few safe crossing-points and the feel of a road where motor traffic is dominant. The speed limit over Ferry Lane bridge is 30mph and at present drivers feel like it is a section of road where they are invited to drive considerably faster in comparison to areas in the immediate vicinity.

The width of Ferry Lane reduces at the railway bridge, with only one traffic lane in each direction. From the west, vehicles merge at the bus station junction as two general traffic lanes reduce to one over the bridge. Two westbound lanes re-emerge to the east on the approach to Mill Mead Road junction. On the bridge itself, the raised concrete 'Trief' kerbs between the carriageway and footway provide protection for the bridge structure and need to be retained. As Ferry Lane is the only vehicular crossing of the railway between Lea Bridge Road to the south and Watermead Way to the north, its resilience function in the movement network needs to be maintained.



Eastern end of Ferry lane bridge, looking west over the bridge, showing the highly constrained space for pedestrians



Western side of Ferry Lane bridge, looking west. Showing highly constrained space for pedestrians on approach to the station

I. INTRODUCTION

I.3 Site Analysis

Ferry Lane pedestrian environment

For pedestrians, Ferry Lane represents a barrier and the railway bridge a pinch-point, even though it is the principal means of access to the main public transport interchange in the area for many people living to the west, south and east of the Tottenham Hale area. Footfall is increasing as new development brings more new residents into the area.

In Hale Village, daily footfall on Daneland Walk, the Hale Village footpath just to the north of and parallel to Ferry Lane, was measured at around 12,500 in July 2023 (averaged across a two week period). A large proportion of these trips can be assumed to be people coming and going over Ferry Lane bridge. According to surveys conducted in 2019, two-thirds of all pedestrian movement along Ferry Lane is on the northern footway (the station side) during the am and pm peaks.

Between the Mill Mead Road junction (to the east) and Broad Lane junction (to the west), Ferry Lane can be crossed only at one location – on the western arm of the bus station junction – see map across (top right). Evidence shows that road safety improvements are needed. Between January 2018 and November 2022, 27 collisions were recorded in the section between the bus station junction and Mill Mead Road junction, 3 of which resulted in injuries to pedestrians. Anecdotal evidence and observations confirm that people cross away from signal-controlled crossings between the southern footway and the station, particularly on the eastern arm of the bus station junction, where there is no pedestrian crossing facility.

Ferry Lane Estate residents are particularly disadvantaged by severance. They were previously able to access the station via an underpass (albeit not ideal for safety and security), which was closed to enable the delivery of the new station upgrade and for safety concerns. They now have a much longer and circuitous route for walking to and from the station.

The footways are narrow on the bridge and in the area immediately outside Tottenham Hale Station, where bollards providing hostile vehicle mitigation further reduce the available width of footway. The feeling of being closed-in with little space to move past other pedestrians is exacerbated by the railings on the bridge section. Access to bus stops is also compromised by the poor quality of the footways and lack of crossings.

Cycling on Ferry Lane

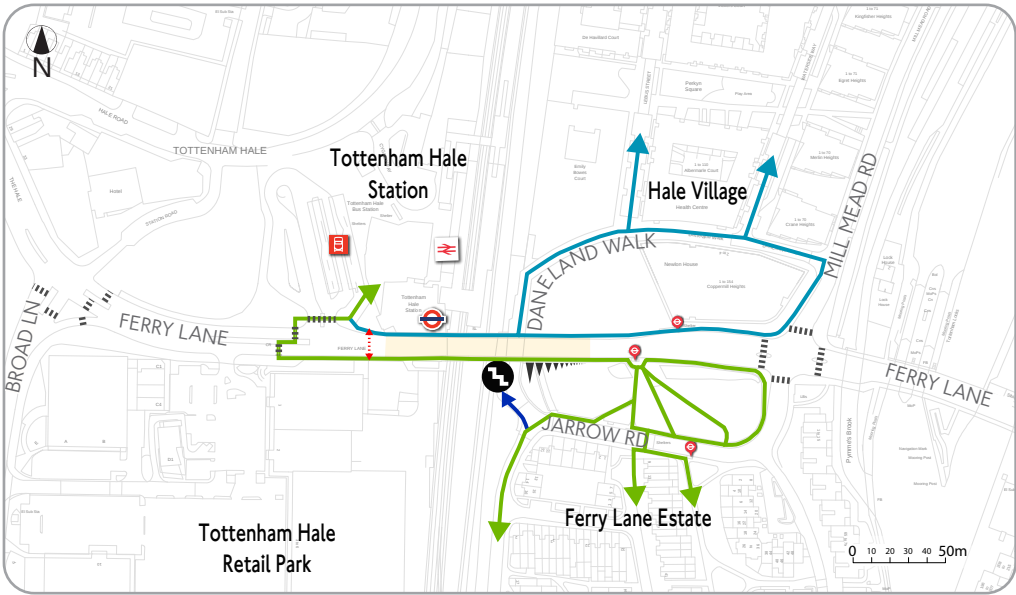
Cycle infrastructure is present in the form of cycle tracks on the eastern footway of Broad Lane, terminating at the vehicular entrance to Tottenham Hale Retail Park (southern side of Ferry Lane). Opposite the retail park (northern side of Ferry Lane) there are shared use footways. Cycle lanes on the bridge section of Ferry Lane and the approaches to it (between the Mill Mead Road junction and bus station junction) provide some dedicated cycling space on the carriageway.

These have been reinforced recently by adding flexible posts as light segregation from general traffic lanes. Nevertheless, the lanes are narrow and cycle movement over the bridge feels uncomfortable between moving traffic and the guard railing.

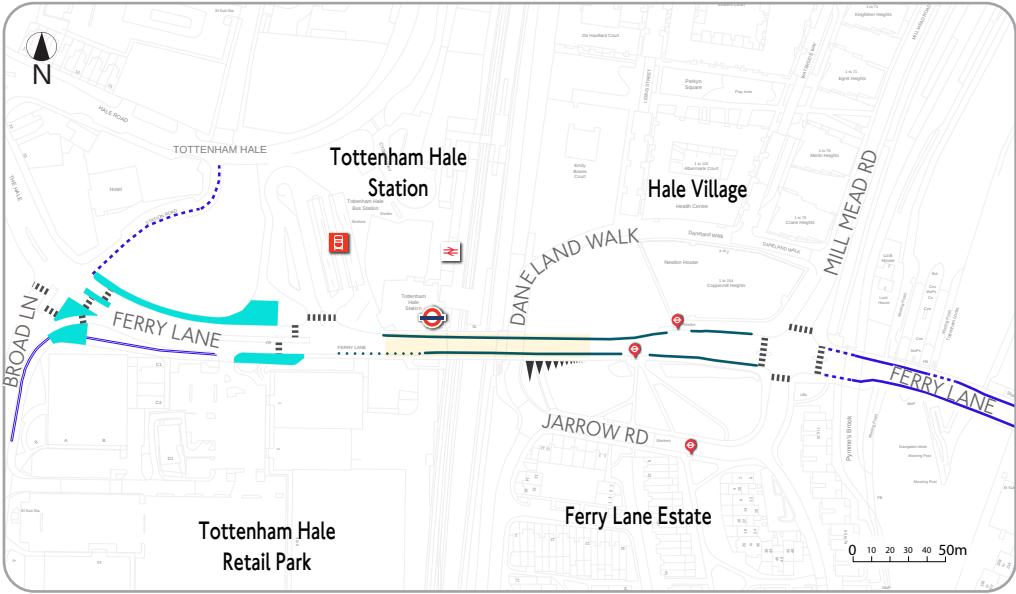
The westbound cycle lane ends before the bus station junction. A painted strip that previously designated the continuity of a cycle route up to the Advanced Stop Line (ASL) has been turned into more comfortable dedicated space for cycling by the addition of flexible posts (wands without cycle lane). It has effectively reduced the westbound general traffic approach to the bus station junction from two lanes to one.

Connectivity between sections of cycle infrastructure is mainly provided by shared-use footways, which can be uncomfortable and feel unsafe for both cycle users and pedestrians. This adds up to a piecemeal offer for cycling, with little legibility or continuity of infrastructure – see map across (bottom right).

TfL and LBH are working on proposals to extend the network of strategic cycleway routes to Tottenham Hale. It is therefore important that any changes to Ferry Lane and accesses to the station area are capable of accommodating future improvements to cycle infrastructure both east and west of the site for this application. A significant opportunity exists, for example, to join Tottenham Hale to the existing Cycleway 24, which begins just to the east and connects to Walthamstow.



Existing pedestrian routes to the station
This highlights the indirect route for those arriving from the southern side of Ferry Lane and a key desire line for a more direct route



Existing cycle infrastructure
This highlights the varied and disjointed nature of the existing cycle infrastructure over this section of Ferry Lane as it passes the station

Routes from Ferry Lane Estate to Tottenham Hale Station

Step-free pedestrian routes

Stepped route

Routes from Hale Village to Tottenham Hale Station

Step-free pedestrian routes

Existing crossing

Constrained section of the bridge

Steps connecting Jarrow Rd to Ferry Lane

Pedestrian desire lines

Cycle Infrastructure

Segregated cycle track

Cycle lane with wands

Cycle lane

Wands without cycle lane

Shared surface

LU station

NR station

Bus station

Bus stops

2. DESIGN

2.1. Project Objectives

The primary objective of the original station upgrade project was to improve access to the public transport network, including improved accessibility and legibility within the station, and improved routes to and from the station. The Hale Village link bridge was one of the intended means of delivering this improved access.

This new connection was first put forward as a key aspiration of London Borough of Haringey (LBH) and local landowners when options were being considered for the new concourse layout of the station. The preferred option for the new concourse layout was decided upon with this new connection in mind.

This layout also required the closure of the former Ferry Lane subway into the station. Analysis conducted as part of the original application concluded that the disbenefit of removing the subway was substantially outweighed by the wider accessibility and station operational benefits associated with its removal. It was also indicated that those who had used the subway could use the new Hale Village link once opened.

Following the descoping of the Hale Village link bridge, TfL worked with LBH, Network Rail (NR) and Greater Anglia (GA) on a long-list optioneering exercise. All options were assessed against a pre-determined set of criteria under five headings: permeability, operability, constructability, cost, and revenue protection. These are set out in more detail at Appendix A.

Improving Ferry Lane was identified as the preferred option following workshops with key stakeholders from TfL, LBH, NR and GA as it best met the assessment criteria of those on the short-list. TfL revisited the desktop and on-site analysis to inform early feasibility work. This assessment also provided an opportunity to revisit and broaden the desired outcomes of the original link bridge. The analysis above (at section 1.3) begins to highlight the additional objectives that could be included.

Improving the experience of accessing the station as a pedestrian remains the primary objective of this scheme. First and foremost, this means increasing the capacity for east-west pedestrian movement over the bridge, particularly on the northern side, as this is the flow that that the former link bridge would have served. It also means enhancing the general sense of security and safety for people walking along Ferry Lane.

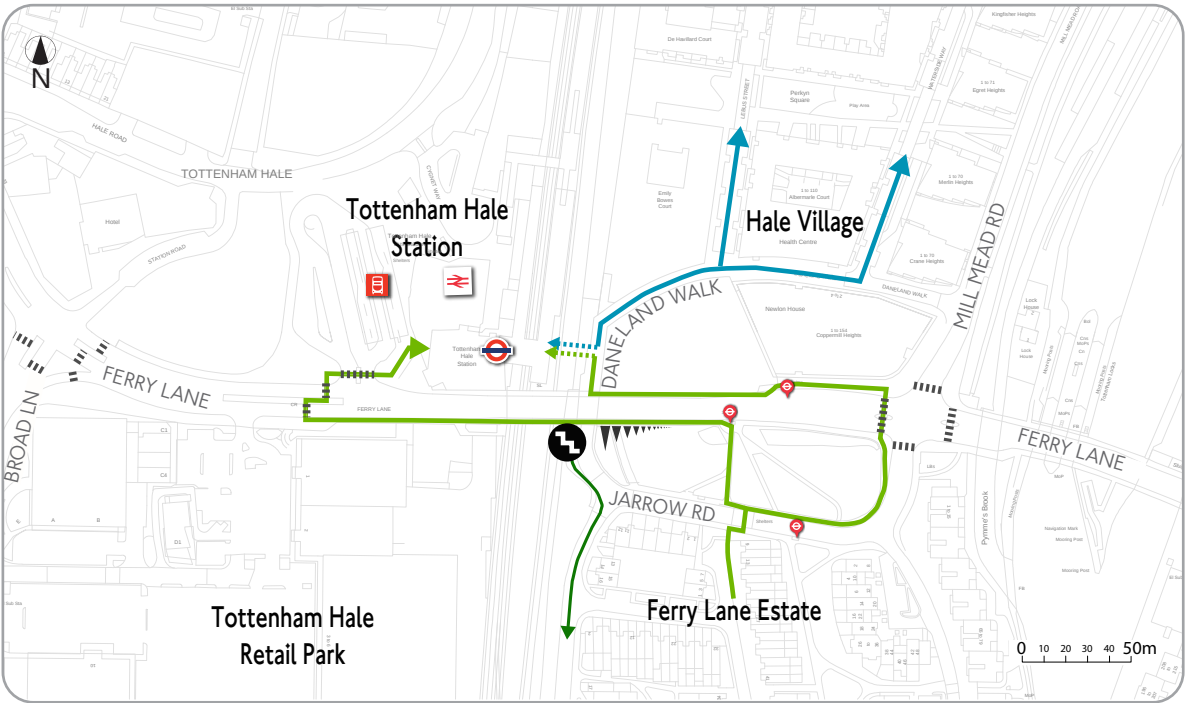
Whilst the majority (two thirds) of pedestrians on the bridge are recorded as using the northern side, severance is a significant issue for those approaching from the southern side because they have to take a long, indirect route to cross Ferry Lane to and from the station.

For people cycling on Ferry Lane, proximity to moving traffic and the legibility and consistency of infrastructure mean that it feels uncomfortable and potentially unsafe. TfL and its partners have therefore included improvements for people cycling in the updated project objectives.

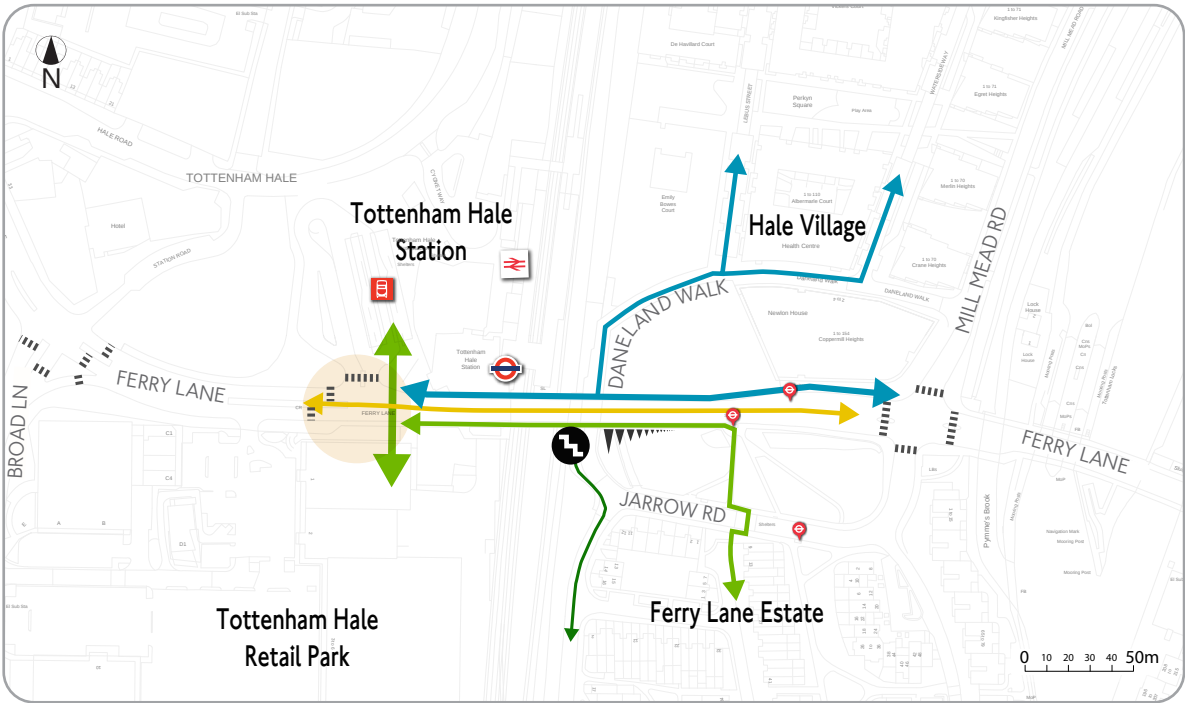
As a result of this objective setting exercise, we are pleased to now be addressing a broader set of challenges, taking a more holistic approach to improving how people access the station and pass-through Ferry Lane. The table below summarises the revised objectives.

Project Objectives	Hale Village Link Bridge	Ferry Lane Improvements
East-west permeability	✓	✓
North-south permeability	✗	✓
More direct route for Hale Village residents	✓	✗
Improved cycle safety over Ferry Lane bridge	✗	✓
Improved cycle access over Ferry Lane and to the station	✗	✓
Improved sense of security over Ferry Lane and either side of bridge	✗	✓

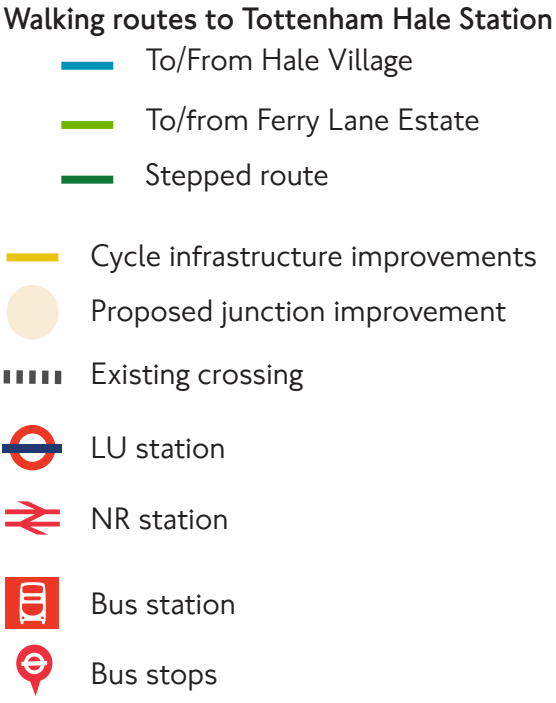
Table comparing the project objectives of this scheme against the outcomes of the Hale Village link bridge



Proposed accessibility to the station in current application including the Hale Village link, which does not address indirect access from the south



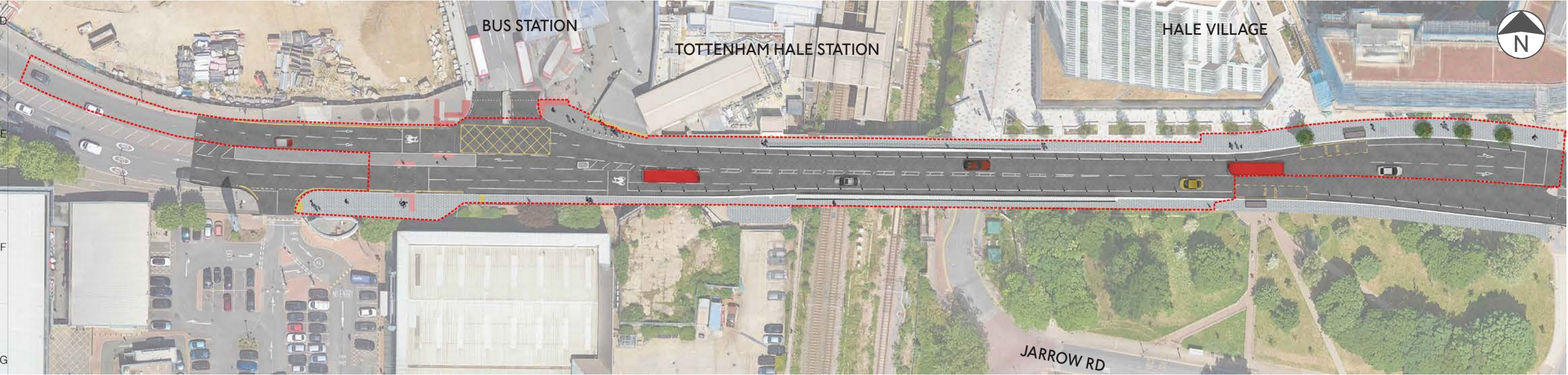
Proposed project objectives to improve accessibility to the station that this scheme seeks to address



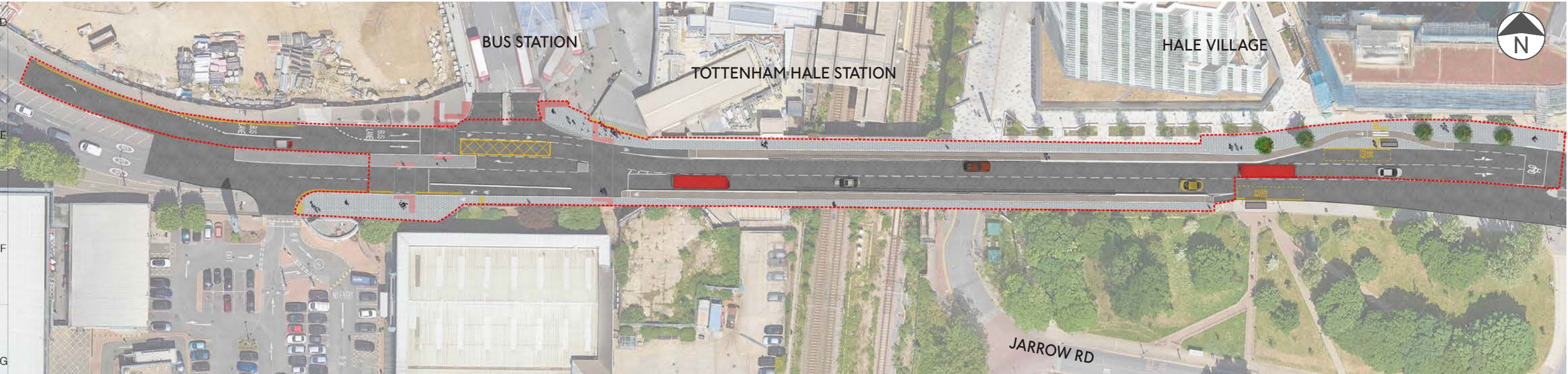
2. DESIGN

2.2 Proposed Scheme - Existing and Proposed Plan for the Scheme

A side-by-side comparison of the full extent of the scheme, as it is now and with proposed changes. All proposed improvements are within the red-line-boundary.



Ferry Lane - Existing Plan

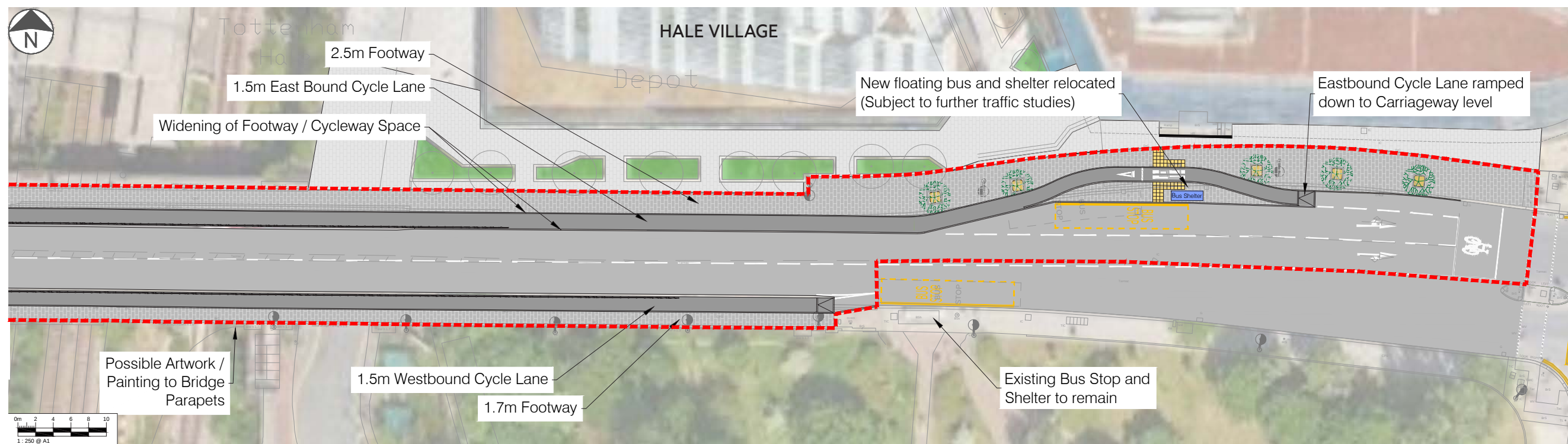
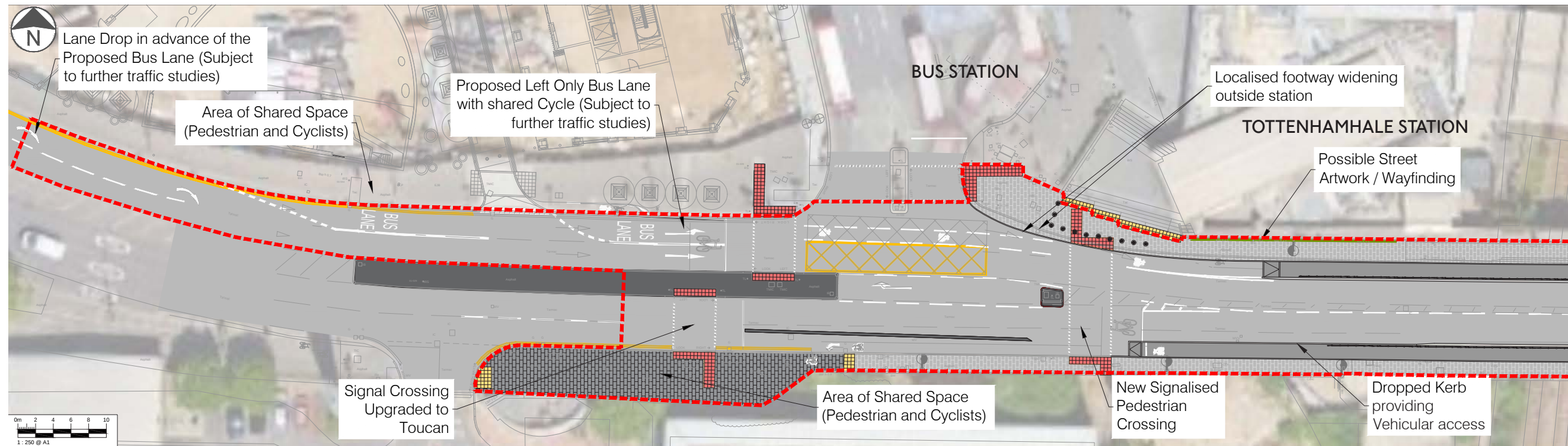


Ferry Lane - Proposed Plan

2. DESIGN

2.2 Proposed Scheme - Detailed Drawing

More detailed drawings of the propped scheme. Cropped to show changes to the west of the bridge (above) and east of the bridge (below).

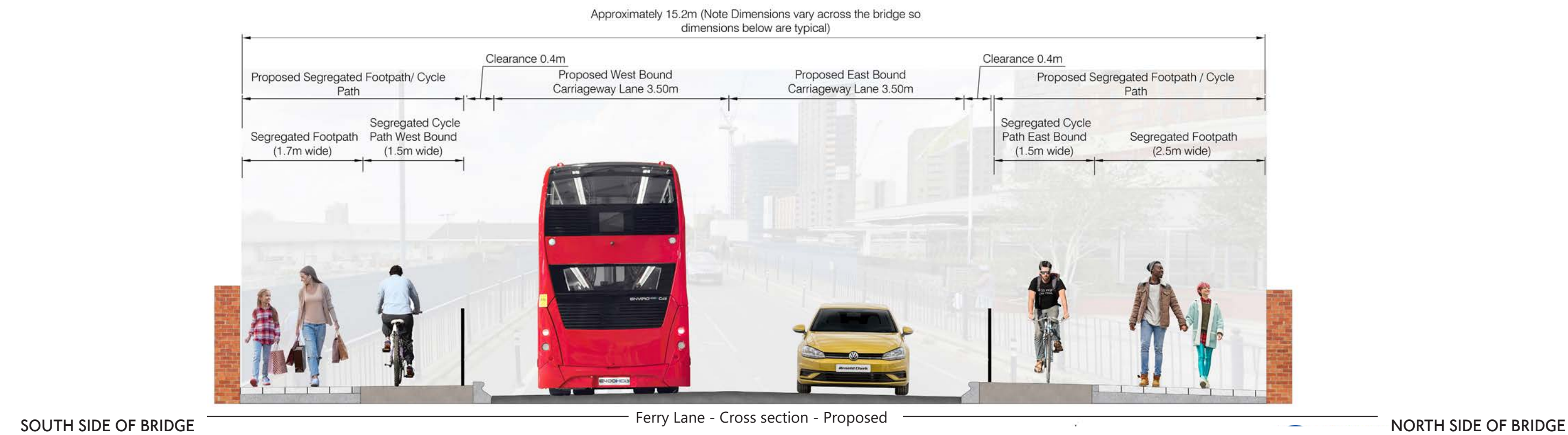
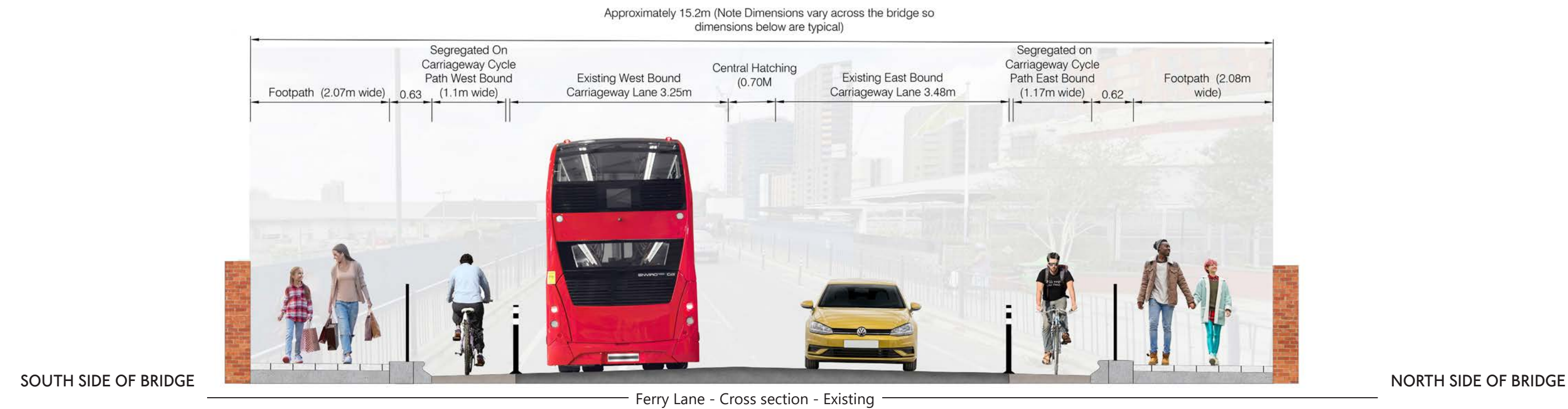


LEGEND	
	Planning Boundary
	Asphalt C/Way Construction
	Asphalt Cycle lane
	ASP Concrete Slab Footpath
	ASP Concrete Slab Shared Space
	Public Space outside Highway Boundary
	Tactile Paving Buff
	Tactile Paving Red
	Existing light column to be Upgraded

2. DESIGN

2.2 Proposed Scheme - Existing and Proposed Sections Over Bridge

A side-by-side comparison of the proposed changes in lane-widths over the bridge section of the scheme. Moving the trieff kerb and barrier further into the highway. Creating a more open-feeling space for pedestrians and also making cycles feel more comfortable, not sharing space with moving traffic.



2. DESIGN

2.2 Proposed Scheme - Summary of all Improvements

Converting the nearside general traffic lane

West of the Bus Station to a left-only bus lane, to improve safety for cycles moving through the junction.

Street Art Improvements

To be developed by Haringey Council – these will contribute to wayfinding for pedestrians approaching the station

Moving kerbs and guard rail to widen footway

Making the existing 2m pedestrian-only space into a wider 2.5m pedestrian space and a 1.5m segregated cycle lane

Community Safety/ CCTV

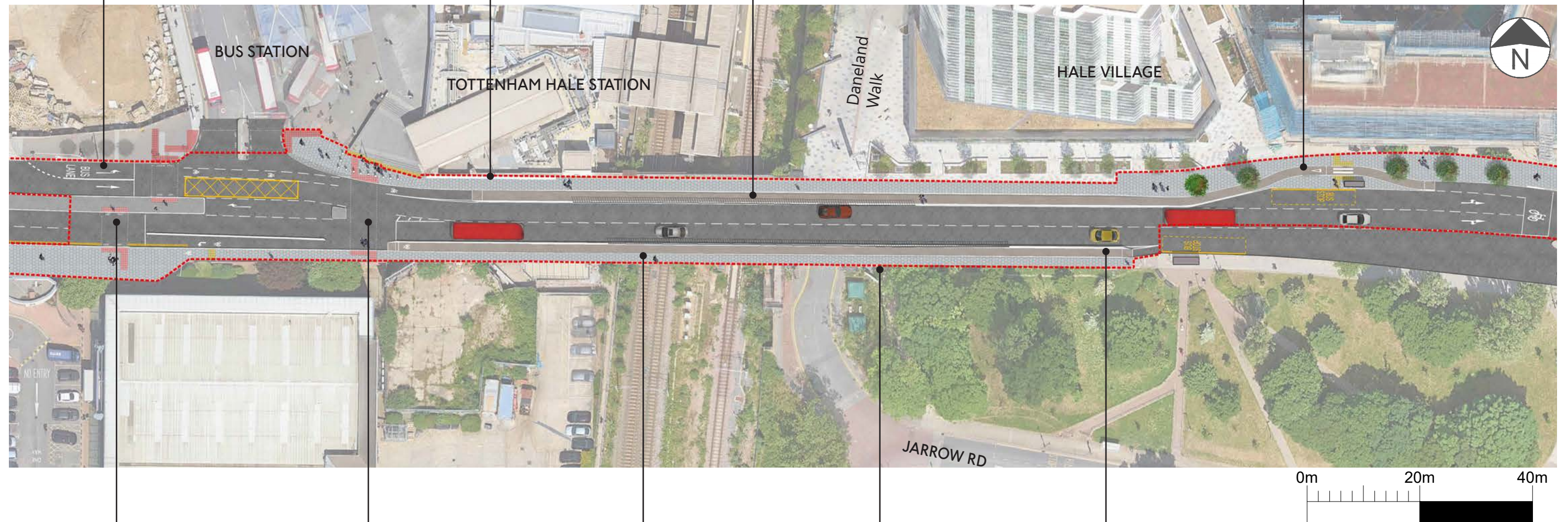
Improvements to be developed in accordance with the Council's procedures

Bus stop bypass

Enhancing cycle safety between the bridge and the approach to Mill Mead Road junction

Improving street lighting

Ensuring a consistent level of light coverage and increasing the sense of safety at night



Upgrading the existing crossing

to a toucan making it safer for cycles to cross Ferry Lane

New Pedestrian Crossing

Outside the station entrance, increasing road safety by serving a key desire line for pedestrians where people risk crossing already

Repaved footways and cycleways

Including clear demarcation between the two spaces where appropriate

Potential parapet improvements

Improved parapets design over the bridge, more pleasant than the tired ones currently in place

Segregating cycles from general traffic

Moving cycles onto the other side of the barriers

2. DESIGN

2.2.1 Working with constraints

Carriageway lane widths

LBH has highlighted to TfL that Ferry Lane is part of a strategically critical east/west highway connection spanning the River Lea. It is therefore important to keep general traffic lane widths at a minimum of 3.5m over Ferry Lane bridge, to maintain resilience on the network, to allow for emergency vehicle access and to recover broken-down vehicles. Closer analysis of the road width also demonstrates that it is not consistent all the way across the bridge.

These location-specific matters were considered sufficiently exceptional to justify non-compliance with guidance on recommended lane widths in LTN1/20 and the London Cycling Design Standards.

Trief Kerbs and Guard Rails

The Trief kerbs on the bridge are a requirement to protect the bridge structure from accidental loading and impact from vehicles. While the scheme proposes moving them, they cannot be removed entirely.

The project did explore whether the guard-railing currently fixed into the Trief kerbs could be removed to maximise the effective width of the cycle lanes. However, it was established that they need to be retained as a requirement of highway safety, to prevent pedestrians from crossing at unsafe points on the bridge. This is significant because the bridge has a blind summit, meaning vehicles approaching from either side have limited visibility of the highway ahead of them.



On Ferry Lane bridge showing the Trief kerbs that are required to protect the bridge structure and the guard rail to stop pedestrians crossing in unsafe places. Image Google [Street View](#)



On Ferry Lane bridge, looking west. An indication of the nature of vehicular traffic over the road, including large Heavy Goods Vehicles (HGVs)



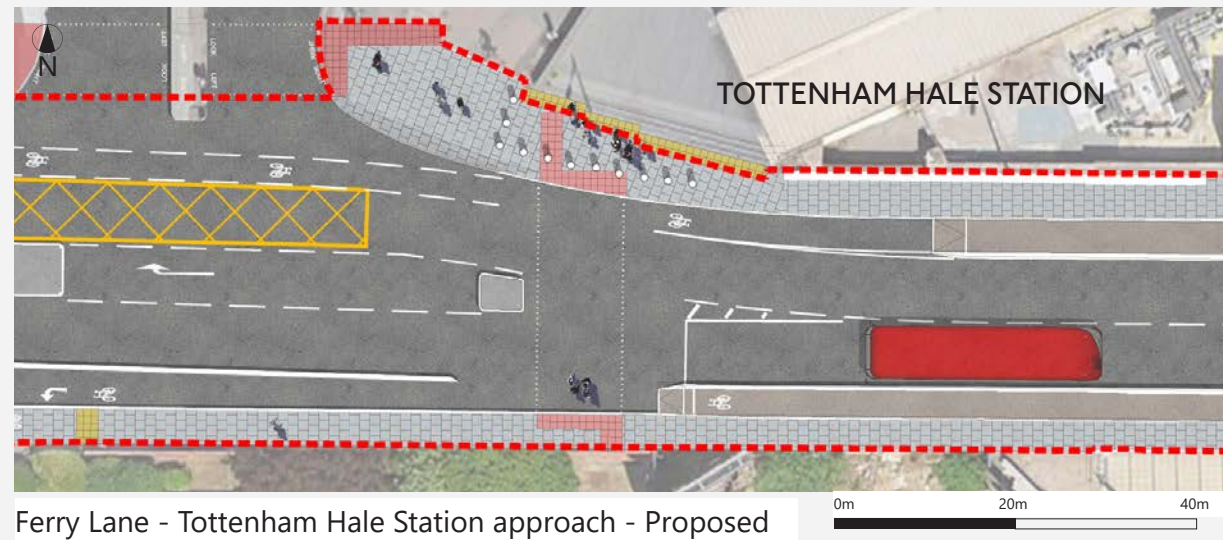
West of Ferry Lane bridge looking east, showing the blind summit which reduces visibility for road users. Image Google [Street View](#)

2. DESIGN

2.2.2 Summary of Connectivity Improvements

The primary aim of this scheme, as an alternative to the Hale Village link bridge is to improve access to the station for more people. This is being delivered through the following changes.

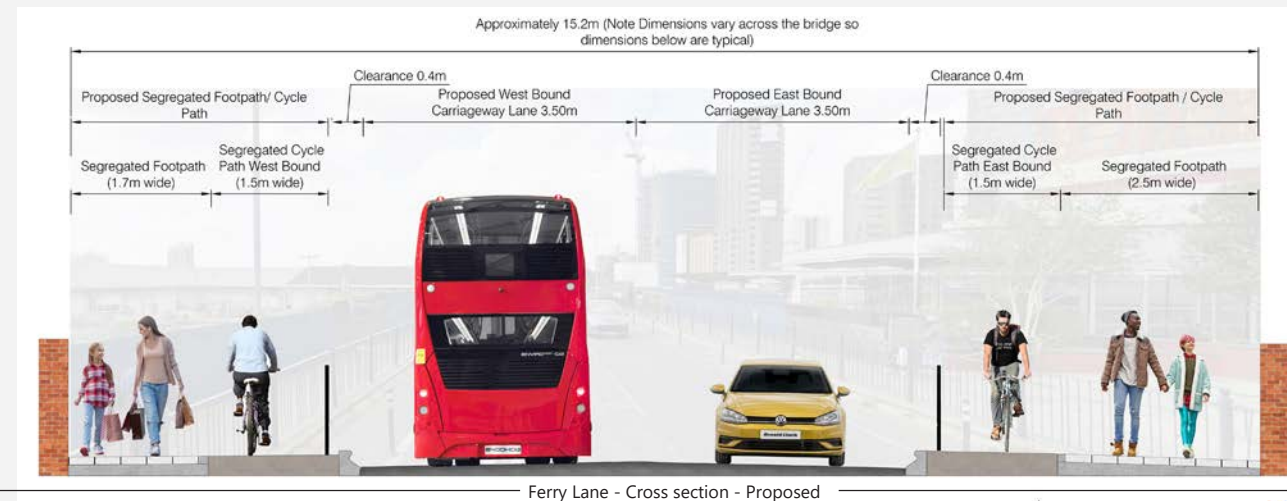
A new, more direct pedestrian crossing to address the severance to north-south pedestrian movement that Ferry Lane currently represents. This is particularly important for residents of Ferry Lane Estate, for whom the closure of the Jarrow Road underpass has made it more difficult and circuitous to access the station. This is also a crucial improvement to road safety, given that unauthorised crossing at this location is a safety risk to pedestrians and drivers. Introducing a straight-across crossing here will allow pedestrians to cross the road safely where there is already a desire line.



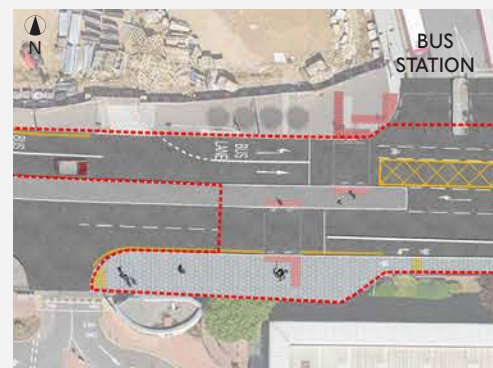
Widened pedestrian and cycle space across the bridge to minimise the sense of being in a constrained space that pedestrians currently experience. Operating within the tight constraints of the bridge structure, the Trief kerbs will be moved away from the parapet to widen the existing 2 metre wide footways to create a more open feeling space.

On the northern side the dedicated pedestrian space will be widened from 2.08 metres to 2.5 metres and with the movement of the guard railing to the other side of the cycleway, the pedestrian/cycle space together will be 4.0 metres wide and feel much more open to pedestrians.

On the southern side, where pedestrian flows are recorded as being lower, a small amount of the existing 2.07 metres of pedestrian space needs to be redistributed to the cycle lane on this side – reducing the dedicated pedestrian space to 1.7 metres. This space will still feel more open than it does now because the space between the bridge parapet and guard railing will increase to 3.2m overall.



Cycle access to station via the staggered pedestrian crossing on the western arm of the junction outside the station, which will be converted bridge parapet and the Trief kerb and guard railing has increased to a staggered toucan crossing. This will allow cycles travelling westbound to safely cross the road to enter the station by going across the junction and pulling up off the carriageway to wait for a signal to proceed. It will also allow cycles travelling eastbound, coming from the cycleway on Broad Lane, to enter the eastbound traffic lane at a safe moment.



Indicative images of toucan crossings, as shown in the London Cycling Design Standards (LCDS)

2. DESIGN

2.2.3 Addressing Safety and Security Concerns

Bus Stop Bypass

The project has grappled with the extent of the scheme, how to integrate the proposals into the existing cycle network and the complexity associated with trying to safely accommodate improved segregated cycle lanes while also maintaining two bus stops with safe access and reasonable pedestrian space.

In the future, in a further phase of work, there is an opportunity to explore reducing the highway from three lanes to two on the western approach to Mill Mead Road junction. This would allow for more spacious public realm and safety and active travel improvements to the junction. This extended project would require more time to undertake more complex traffic modelling and would require additional budget, taking it beyond the scope of this application.

The extent of the scheme has been predicated on ensuring safe integration of cyclists into the existing network from this proposal. If eastbound cycle segregation were to have ended before the bus stop east of the bridge, cyclists would have to re-enter a general traffic lane close to the bus stop. If a bus was present at the stop, cycles could be seeking to overtake the bus without adequate clearance from other moving vehicles. This proposal, subject to further traffic surveys, therefore, extends the segregated cycle lane should extend around the bus stop in the form of a bus stop bypass.

Converting a General Traffic Lane into a Bus Lane

To the west of the bridge a safety risk was identified at the point where vehicles merge as they move through the junction. These vehicles could obstruct cycles seeking to enter the eastbound segregated cycle lane or collide with them.

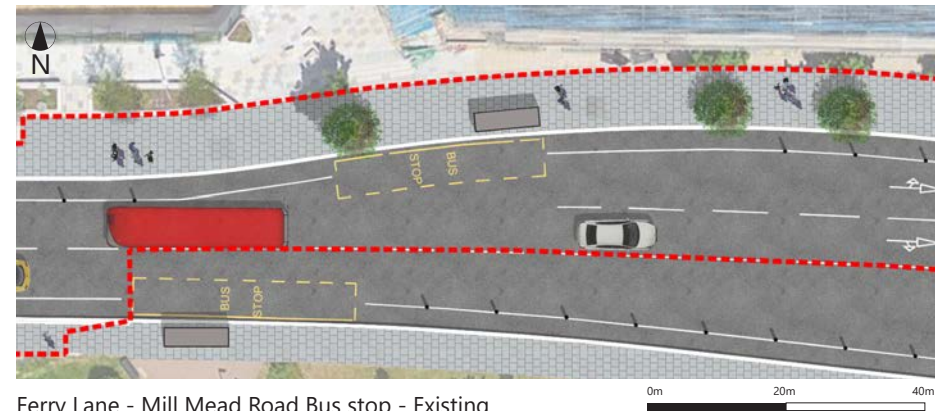
A left-only bus lane is proposed, which will move the merge point to before the stop line, meaning cycles can more safely travel across the junction with no merging vehicle conflict. The bus lane will also allow cycles to re-enter the carriageway more safely, if approaching using the shared-use footway in advance of the junction.

Crime Prevention and Lighting

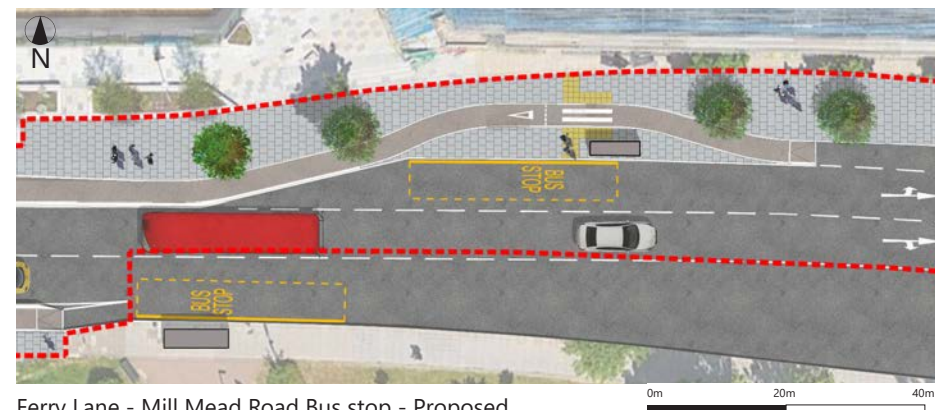
There are several reports of criminal activity in this area, particularly over the bridge where pedestrians are currently channelled down narrow footways with limited room to evade assailants. There are also reports of poor lighting in certain spots over the bridge and either side, at night.

To address these concerns, we are moving the Trief kerb and guard railing to provide a wider space for both pedestrians and cycles. This will give pedestrians more space in an emergency situation. This scheme will also improve the lighting over the highway, making it more consistent.

Furthermore, as part of this application steps will be taken in accordance with council procedures, to add signage that helps advise pedestrians on how to avoid criminal activity in the area, which is followed by the implementation of different CCTV services.

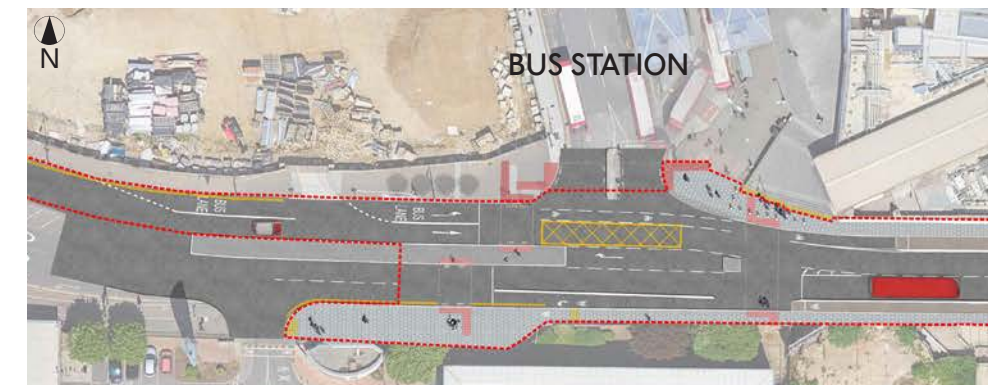
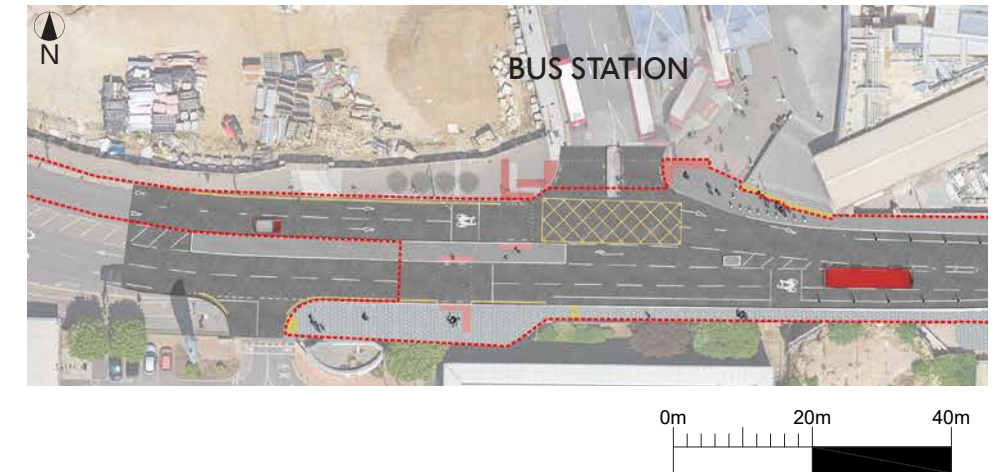


Ferry Lane - Mill Mead Road Bus stop - Existing



Ferry Lane - Mill Mead Road Bus stop - Proposed

A side-by-side comparison of the proposed inclusion of a bus-stop-bypass, compared to what exists at present



A side-by-side comparison of the eastbound approach to the bus station junction. Where we are proposing the removal of general lane of traffic, to be replaced with a left-only bus lane

2.3. Assessment of Traffic Impact

TfL's Network Performance team have conducted a desktop review of the proposals and shared the following conclusions:

Addition of a new straight-across pedestrian crossing - The addition of a crossing on the eastern arm of the junction is likely to have minimal or no impact on intergreen timings, as the crossing over the bus station exit is the longest crossing distance. The new proposed crossing can therefore be introduced within the existing timings and not result in longer wait times for traffic at red signals.

Converting a lane of highway to a bus lane - This proposal at the western arm of the bus station junction requires further traffic surveys. To test the impact of a slight reduction in highway capacity for queuing cars.

Bus stop bypass - The repositioning of the bus stop slightly further into the highway requires further traffic surveys to assess the impact it could have on traffic.

All outstanding work to assess the impact on traffic is underway, with traffic surveys being collected to inform junction modelling, followed by an audit by TfL. This will be completed prior to determination of this application.

3. LOCAL ENGAGEMENT

Planning application

Over the course of the development and design of the station upgrade scheme there was frequent engagement with key stakeholders including Network Rail (NR), Greater Anglia (GA), Lee Valley Estates (LVE), and London Borough of Haringey (LBH) officers. The purpose of these meetings was to explain and discuss the complex engineering constraints as well as to inform design interventions.

These technical meetings were also accompanied by broader engagement with local businesses and stakeholders through forum meetings, as well as public exhibition, standalone meetings and letters and a project page on the TfL website for local residents. Some of the key comments that residents expressed at that time related to the closure of the Ferry Lane Subway and the fact the link to Hale Village that was initially proposed would not be step-free.

It was explained at the time that the closure of the subway was required to be able to deliver the optimum station upgrade and that alternative routes would be made available via Ferry Lane and the Hale Village Link Bridge (HVLB).

Updates During Construction and Design Changes

Once construction was underway the Tottenham Hale Community Liaison Panel (THCLP) was established, which was a regular forum to share updates with local residents. This forum was an opportunity for TfL and NR (joint applicant) to respond to questions and provide updates on construction, and any changes to the design and delivery schedule. All as part of a commitment to maintain an open and transparent dialogue with the community over the course of construction.

These meetings were hosted at the Engine Room Community Centre at Tottenham Hale and at first occurred every three months, before transitioning to a six-monthly basis. This was until the meetings were required to be paused in-line with the introduction of pandemic regulations.

In November 2018 the THCLP was updated on alterations that had been made to the design of the station. NR updated on developments regarding their Access for All bridge further (north) down the platform, which required the delivery of a new 'link corridor' to connect the bridge to the new ticket hall. TfL shared an update (expanded upon in more detail in the next section) regarding how the design of the HVLB needed to be revisited, which would also require additional funding to be sourced to deliver.

At the following THCLP in March 2019, TfL updated attendees on the negotiations taking place to source funding for the revised scheme and also regarding a shortlisting exercise to consider alternative options (more detail related to this in the next section). Three shortlisted options were presented to attendees to invite feedback and questions following the update.

In February 2020 the THCLP was updated again to confirm that the preferred option to be taken forward and explored in more detail was the improvements to Ferry Lane bridge.

Joint Problem Solving to Deliver Hale Village Link Bridge

As mentioned above, it first became apparent that the delivery of the link bridge connection was going to be a challenge in 2018, when NR shared updated demand figures for their services. Their new passenger flow forecasts were much greater than the original assumptions. This meant that their new AfA bridge alone did not have sufficient capacity to clear the platforms safely before the next train came in. Thus, the existing station bridge, which originally would have been repurposed for the HVLB, now needed to remain an integrated part of the station. This meant that the Link Bridge design needed to be modified to cater for station users (paid passengers) as well as unpaid passengers who were passing through the station. This was further exacerbated by changes in national regulations which mean that the bridge needed to be elevated higher above the tracks to increase clearance from cables.

Soon after this, senior representatives from TfL, GLA, LBH, NR and GA convened to consider options available for delivering this scheme and to identify funding sources. On 23 January 2019 the former Deputy Mayor and the Leader of LBH hosted a senior representative meeting to agree a way forward. At this meeting different options were discussed regarding how the increased cost of the link bridge scheme could be shared between TfL and NR. An agreement could not be reached on splitting the cost of delivering the link bridge. But in the meeting, it was concluded that TfL, NR, the DfT, LBH and Greater Anglia would work together to further develop alternative options.

This group of stakeholders worked together to develop a longlist of 18 different options (listed at Appendix A), which was then sifted down to four options. This included an updated HVLB option, a Perkyn Square bridge option and an improved Ferry Lane option. Each of these options were then developed to an early feasibility stage and presented at a follow-up meeting between the Deputy Mayor, LBH Cabinet members and senior TfL & DfT officers on 20 June 2019.

Following this meeting, the Deputy Mayor and Leader of LBH sent a joint letter to NR and the DfT in October 2019 asking NR and the DfT to match TfL's 50% funding offer towards the HVLB. NR and the DfT were unable to match TfL's 50% funding offer towards the link bridge and confirmed this is writing to the Deputy Mayor and former Leader LBH in Autumn 2019.

David Lammy MP requested a meeting with TfL, LBH and the Rail Minister on the 16 November 2020 to discuss the Hale Village link bridge. At the meeting, David Lammy asked the Minister to reconsider DfT's contribution to the link bridge. The Minister agreed to a site visit which was arranged for 26 July 2021. Fundamentally, however, the additional funding has remained unavailable from DfT or NR.

Given the cost of the HVLB could not be met, TfL and LBH have jointly undertaken further work to develop the alternative option to make improvements to Ferry Lane bridge and widen the footway to provide greater pedestrian capacity.

In late 2019, TfL Design and Engineering teams developed an initial feasibility for this design, producing some initial drawings and indicative costs for the scheme and shared these with LBH. Then in 2020, LBH commissioned a feasibility study to explore what could be delivered in more detail and more detailed drawings were produced (included at Appendix B).

Since then, TfL have been working collaboratively with LBH to develop this scheme to the point it is now. The scheme has been developed balancing best practice guidelines with practical site restrictions and highway requirements. See Appendix C for more detail on the design development process.

Development of the Current Proposal

During the development of this scheme TfL, working with LBH, have made decisions in the design to address the known and anticipated interests of stakeholders wherever possible. Including comments made at earlier stages of engagement and feedback received by LBH in their own outreach.

Once the details of the proposed scheme were sufficiently developed to present to local stakeholders, we started to arrange meetings to present the proposals and gather feedback. This engagement remains an ongoing process and we are continuing to organise meetings with local stakeholders to discuss the proposals. So far, we have met with Ferry Lane Action Group (FLAG), on 16 October, they are a resident's group of Ferry Lane estate. On 1 November we met with Lee Valley Estates, the managing agent of Hale Village. We also have a meeting scheduled on 28 November with Hale Village residents and are in the process of agreeing a date with Haringey Cycle Campaign.

In recent months TfL has also begun attending a new forum, led by LBH cabinet member Ruth Gordon, which is focused on progressing the wider Tottenham Hale District Framework.

4. CONCLUSION

4.1 Summary of Benefits

- East-west connectivity improvements for residents of Hale Village as a result of the joining of active travel paths
- North-south connectivity improvements for Ferry Lane estate residents with the introduction of a new pedestrian crossing in a more conveniently placed location, especially for those approaching the station from the east.
- A safer cycling experience across the bridge, with separation from motor traffic.
- A more pleasant pedestrian experience across the bridge with improved footways, public art, CCTV and better lighting.
- Safer opportunities for cycles to access the station from cycle tracks, via the toucan crossings at the junction.

4.2 Future Opportunities

Future cycle infrastructure improvements

- The measures proposed through this application are made with future cycle improvements in mind, including the Cycleway 50. This is a proposed strategic cycle route that would connect Camden to Tottenham Hale via Broad Lane and Ferry Lane, and connect east to the existing Cycleway 24 to Walthamstow and beyond.
- As well as the improved cycling experience over the bridge, the addition of toucan crossings at the junction will make cycling to/from the station safer.
- Further opportunities remain to improve the cycling experience to the east of Ferry Lane bridge, beyond the scope of this application. This should address how cycles cross Mill Mead Road junction and bypass the westbound bus stop.

Public Realm improvements

- TfL has secured £4 million for this project for the financial year 23/24. LBH would receive these funds, subject to a funding agreement, and undertake and own the project to deliver. TfL has agreed with LBH that any underspend will be made available for improvements to the public realm in the vicinity of Tottenham Hale Station.

6. APPENDICES

APPENDIX A – Longlist of options considered to replace Hale Village link bridge and assessment criteria

Highest scoring Options

- Option 0: Base Option based on 2013 consented scheme
- Option A: Provide link bridge with ‘validators’ and lift to ticket hall or Option A1: Variation to Option A (stairs retained for emergency use only)
- Option B: Gate both ends of link bridge with lift to ticket hall
- Option C: New pedestrian bridge from Perkyn Square to Watermead Way
- Option D: Changes to Ferry Lane bridge to provide additional pedestrian space

Other options assessed:

- Option E: Extend existing station footbridge to provide an exit only route from the rail station
- Option F: Increase width of existing station footbridge to provide both paid and unpaid routes
- Option G: New high level walkway from Perkyn Square to the new NR’s new station bridge
- Option H: New bridge from Hale Village tower at a new ‘podium level’
- Option I: New subway link from basement level of Hale Village
- Option J: New footbridge adjacent to Ferry Lane bridge on southern side
- Option K: Split link bridge and segregate to provide both paid and unpaid routes
- Option L: Gate both ends of link bridge without lift
- Option M: Provide link bridge with oyster/contactless validators without lift
- Option N: Provide exit ticket gates in front of escalator on platforms 2&3 making and providing link bridge as consented
- Option O: Provide additional stairs/escalators on to NR’s new station bridge using part of taxi loop area and deliver link bridge
- Option P: Provide additional stairs/escalators on to NR’s new station bridge to north of new bridge and deliver link bridge
- Option Q: Raft over NR tracks and provide new station entrance and ticket hall at bridge level.

The Higher score option where further designed, tested with stakeholders for acceptability costed, assessed for planning implications, including possible timelines for implementation. An assessment of predicted usage / benefits was also to be produce

Improvements to Ferry Lane Bridge road emerged as the most deliverable option

6. APPENDICES

APPENDIX A - Longlist of options considered to replace Hale Village link bridge and assessment criteria

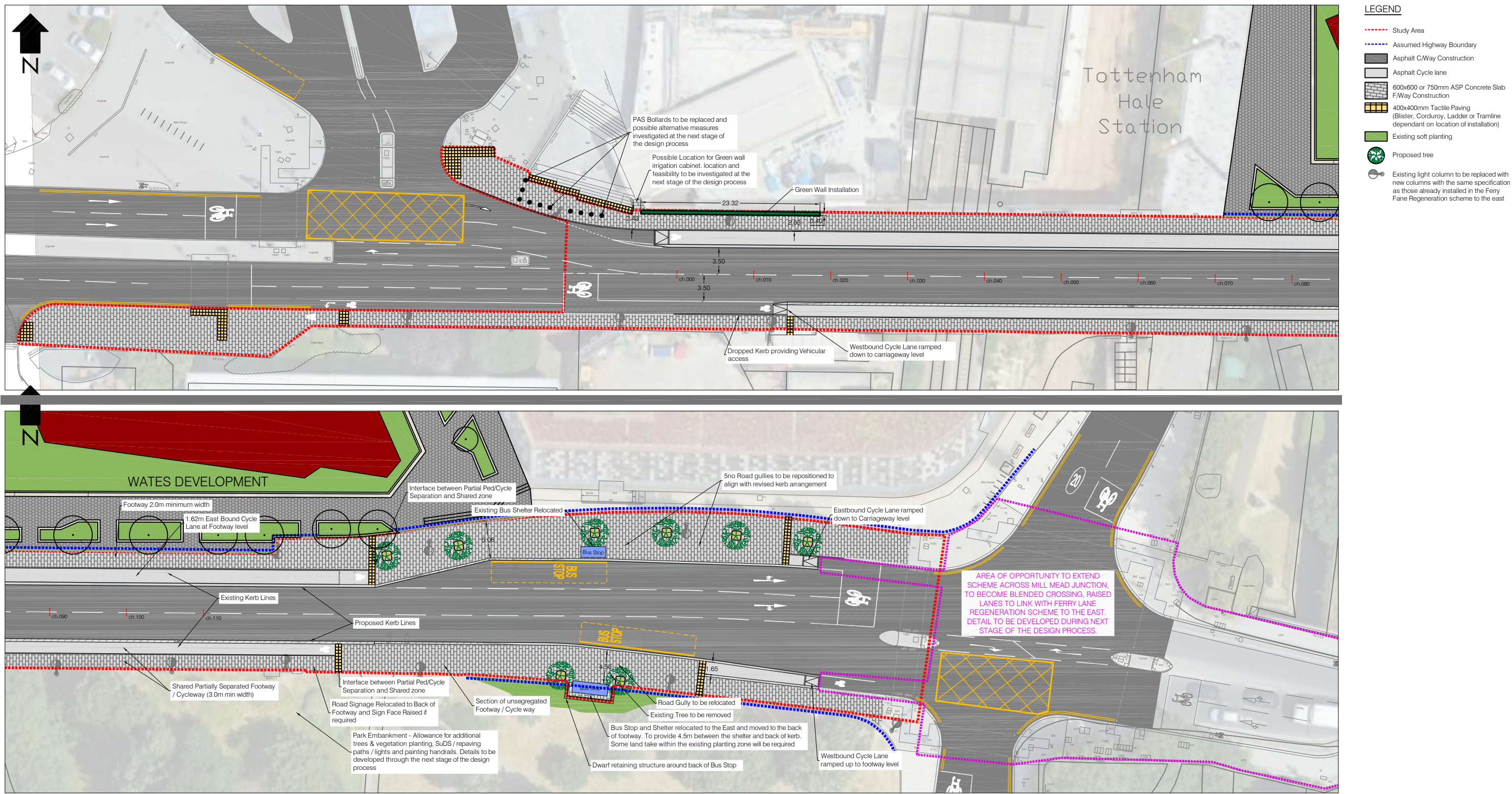
Assessment Criteria for Longlist

Due to changes outlined on slides in section 2, the 2013 consented scheme is no longer deliverable. The Working Group looked at 18 options using the following criteria. Each option was measured against its ability to deliver; *permeability, operability, constructability cost and revenue protection* using the table below.

Permeability	Green	Delivers as planning consent and provides a route as good as the base or better
	Amber	Delivers as planning consent and provides a route which is less intuitive than the base
	Red	Delivers planning consent but the route takes longer or doesn't provide access to more than one user group and is less intuitive than the base
	Black	Doesn't deliver on planning consent
Operability	Green	Simple to operate and doesn't have any onerous requirements to provide day to day function or in terms of maintenance
	Amber	Requires some intervention to operate or to provide day to day function or in terms of maintenance
	Red	Requires significant intervention to operate or to provide day to day function or has high on-going maintenance costs
	Black	Cost of providing intervention makes scheme uneconomic to provide
Constructability	Green	Normal construction activity required, unlikely to require major diversion of utilities, worksites would be available and no interfacing with existing assets
	Amber	Normal construction activity required, but requires diversion of some utilities or worksites would be further away or interfacing with existing assets
	Red	Specialist construction activity required or requires diversion of significant utilities or full interfacing with existing assets
	Black	Specialist construction activity required with diversion of significant utilities and / or full interfacing with existing assets
Cost	Green	Early indicative cost to deliver expected to be up to £5m
	Amber	Early indicative cost to deliver expected between £5m & £10m
	Red	Early indicative cost to deliver expected between £10m & £15m
	Black	Early indicative cost to deliver expected above £15m
Revenue Protection Requirements	Green	Fully meets revenue protection requirements of the franchise operator without changing the end state gating arrangement
	Amber	Meets revenue protection requirements of the franchise operator but requires additional interventions
	Red	Partly meets revenue protection requirements of the franchise operators (e.g. validators)
	Black	Doesn't meet requires of the franchise operators (no revenue protection)

6. APPENDICES

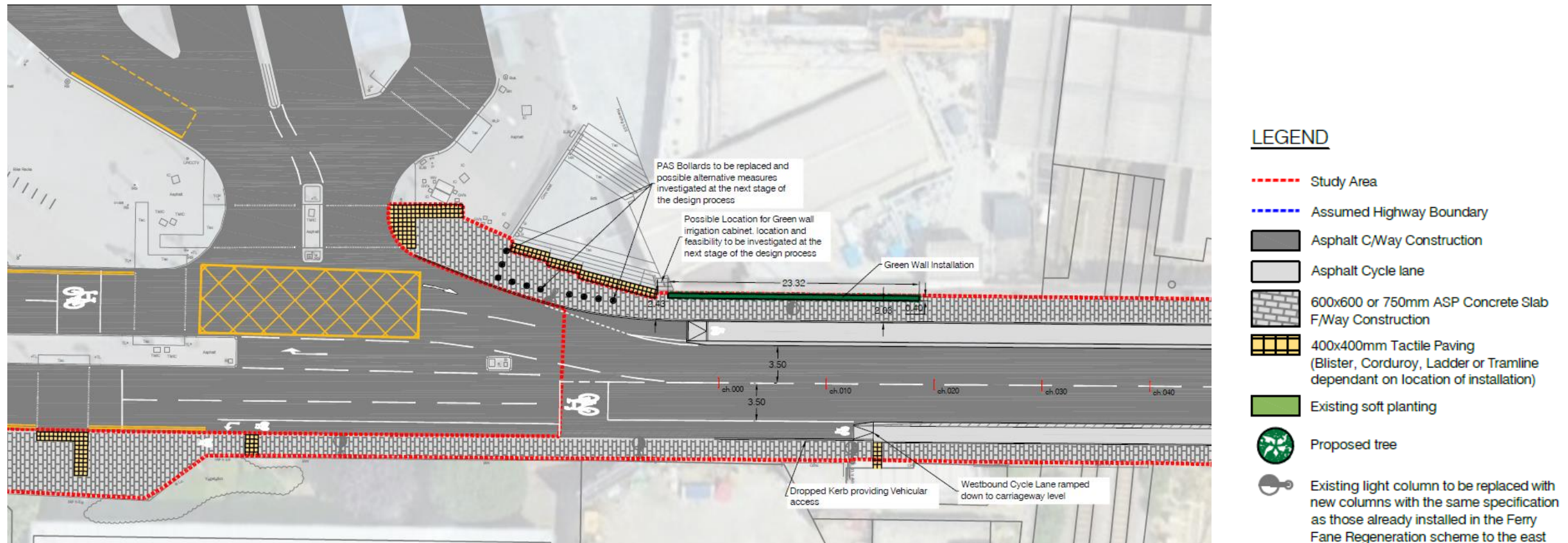
APPENDIX B - Initial feasibility detailed drawings



6. APPENDICES

APPENDIX C - Review of early feasibility design

Review of the proposal (west of the bridge)



- As a replacement for Hale Village bridge, the focus should be on pedestrian amenity and station accessibility
- Consideration also needs to be given to cycling as this is a key section of the proposed C50 route. The proposal must be compatible with the future cycleway scheme and meet national and local cycling design standards
- The western section of the proposal lacks a pedestrian crossing on eastern arm of the junction – this is a key desire line as it is aligned with Tottenham Hale station and the bus station entrance
- Cycle infrastructure is inconsistent (track to lane to shared footway in a short stretch), with some sub-standard sections
- DfT and TfL standards have not been met on pedestrian comfort, inclusive design and cycle infrastructure design, eg shared use footways, traffic lane widths between 3.2m and 4.0m – which conflicts with LTN1/20 and LCDS guidance
- The most costly components do not appear to deliver the greatest benefit

6. APPENDICES

APPENDIX C - Review of early feasibility design

Review of the proposal (east of the bridge)



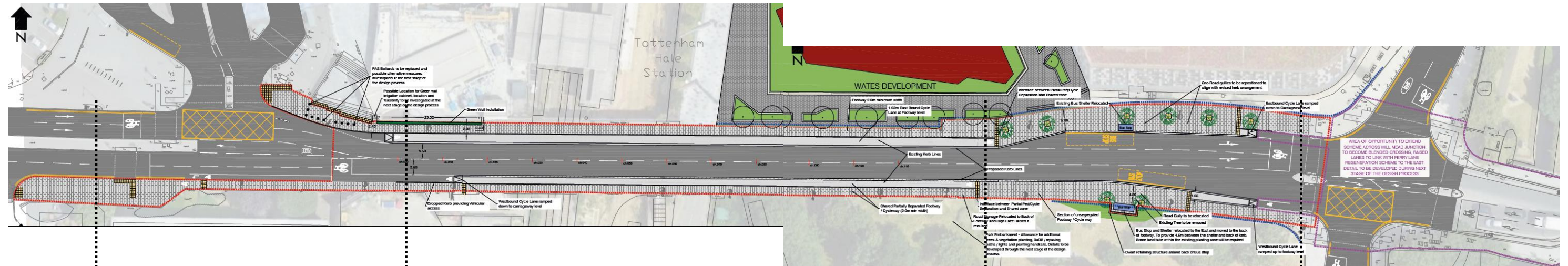
- Shared use around the bus stop is not an ideal solution, as it introduces pedestrian/cycle conflict
- Inconsistent cycle infrastructure – from track to shared use to on-carriageway in a short stretch
- No improvement on the existing light segregated cycle lanes in terms of cycling level of service
- No improvement in pedestrian amenity or bus stop accessibility
- The most costly components do not appear to deliver the greatest benefit



6. APPENDICES

APPENDIX C - Review of early feasibility design

Proposed revision of scope to western junction & bridge section only



Bus station junction



- Barrier to pedestrian movement at key point of interchange
- Big potential for benefits to connectivity

Bridge section



- More efficient use of cycleway space with benefits in wider footways, more protected space for cycling
- Biggest improvement could be removal of guard railing

Eastern section



- Functions acceptably
- No potential for additional connectivity
- Could be upgraded as part of C50

Mill Mead Road junction

- Out of scope
- Could be upgraded as part of C50

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