

Public Health Review of HGY/2023/3078
25 January 2024

Proposal

Section 73 application to vary Conditions 1 and 11 of the approved development (application ref. HGY/2018/1897 which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works.

Introduction:

Haringey Public Health has reviewed HGY/2023/3078 application as development proposals of this scale should consider the impacts of health and wellbeing on communities in line with national and local policy.

Although we are in support of improvements to this key route in Tottenham Hale, that prioritises motor vehicles at present, we echo the comments and concerns raised on such issues as accessibility and safety.

Policy considered:

National Planning Policy Framework

- 8. Promoting health and safe communities (96b)
- 9. Promoting sustainable transport

The London Plan 2021 (March 2021)

- GG1 Building strong and inclusive communities
- GG3 Creating a healthy city
- Policy D5 Inclusive design
- Policy T2 Healthy Streets

Haringey Local Plan Strategic Policies 2013 – 2026 (March 2013)

- SP11: Design
- SP14: Health and Well-being

Development Management DPD (July 2017)

- Policy DM2: Accessible and Safe Environments
- Policy DM31: Sustainable Transport

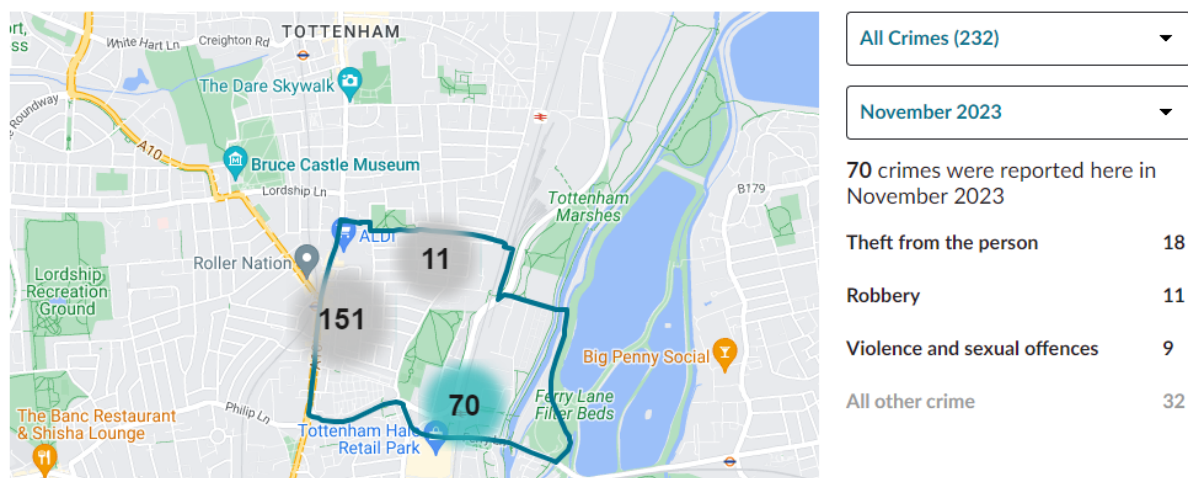
Accessibility:

As Ferry Lane is the only crossing over the railway line in the area it is pivotal for existing, and future as development continues, residents do not feel severed from fundamental transport links and the wider community. It is vital that residents, workers, and visitors that have a disability are not excluded from the use of this route, that there are no barriers in place. Users have highlighted the difficulty they experience at present; such hardship may have a significant impact on their health and wellbeing due to loss of independence and isolation. Tottenham Hale ward has 13% of residents self-reporting a disability that either limits their daily activities a lot (6.2%) or limits their daily activities a little (6.8%) (source: [Haringey ward profiles | Haringey Council](#), accessed Jan 2023). Policy DM2 states: “Proposals should ensure that new developments: can be used safely, easily and with dignity by all”. There is no mention in the Design and Access Statement of ensuring the application being inclusive of all users but note now the Briefing Note (submitted 24 January 2024) states “As the detailed design develops, engagement will be undertaken with specialist groups” which we welcome and look forward to seeing.

Safety:

Making the area safer for pedestrians and cyclists should be an important focus as below data highlights the number of crime and road traffic casualties in the area. Policy DM2 states: “Proposals should ensure that new developments protect, improve and create, where appropriate, safe and accessible pedestrian and cycling routes and should not impede pedestrian and cycling permeability”.

As shown in the screenshot below (source: [Tottenham Hale explore crimes, Metropolitan Police](#), accessed Jan 2023), Tottenham Hale experienced 232 crimes reported and 70 local to the Tottenham Hale station – theft from the person accounted for 18 reported crimes, robbery 11 and violence and sexual offences nine – however, these are only the reported crimes.



source: [Tottenham Hale explore crimes, Metropolitan Police](#), accessed Jan 2023

Using Transport for London’s Inequalities in road danger dashboard, the three Lower Super Output Areas (LSOAs) that surround the bridge at Ferry Lane have a higher than the Haringey average of 2.31 road traffic casualty location rate (per km of road) from 2017 – 2021 (source: [Inequalities in road danger dashboard, TfL 2017-2019](#)) – as shown below in the screenshot and table (using the same source), the darker the shade of blue, the higher the casualty rate. It is also worth highlighting that all three LSOAs are amongst some of the most deprived in Haringey, and this dashboard focuses on the higher casualty rates experienced by those living in the most deprived areas.



source: [Inequalities in road danger dashboard, TfL 2017-2019](#), accessed Jan 2023

LSOA	Reflected on screenshot	Location description	Casualty location rate (per km of road)	Index of Multiple Deprivation decile
E01002080	1	North of application site (covers Hale Village)	2.484	3
E01002068	2	South of application site	2.694	3
E01002066	3	West of application site	6.742	1

source: [Inequalities in road danger dashboard, TfL 2017-2019](#), accessed Jan 2023

As this application progresses a clear consideration should be made around mitigating these figures and looking after the health and wellbeing of all. At present this has not be addressed.

Conclusion:

We support the introduction of a new pedestrian crossing in a more convenient place, improving north-south connectivity, and the aim of a safer cycling, and pedestrian, experience across the bridge. However, as highlighted we are still concerned that this route remains overcrowded and not accessible for all and encourage a second route for Tottenham Hale residents is created. To continue with the aspiration of an accessible, vibrant district centre we need to listen to local voices who use this route.