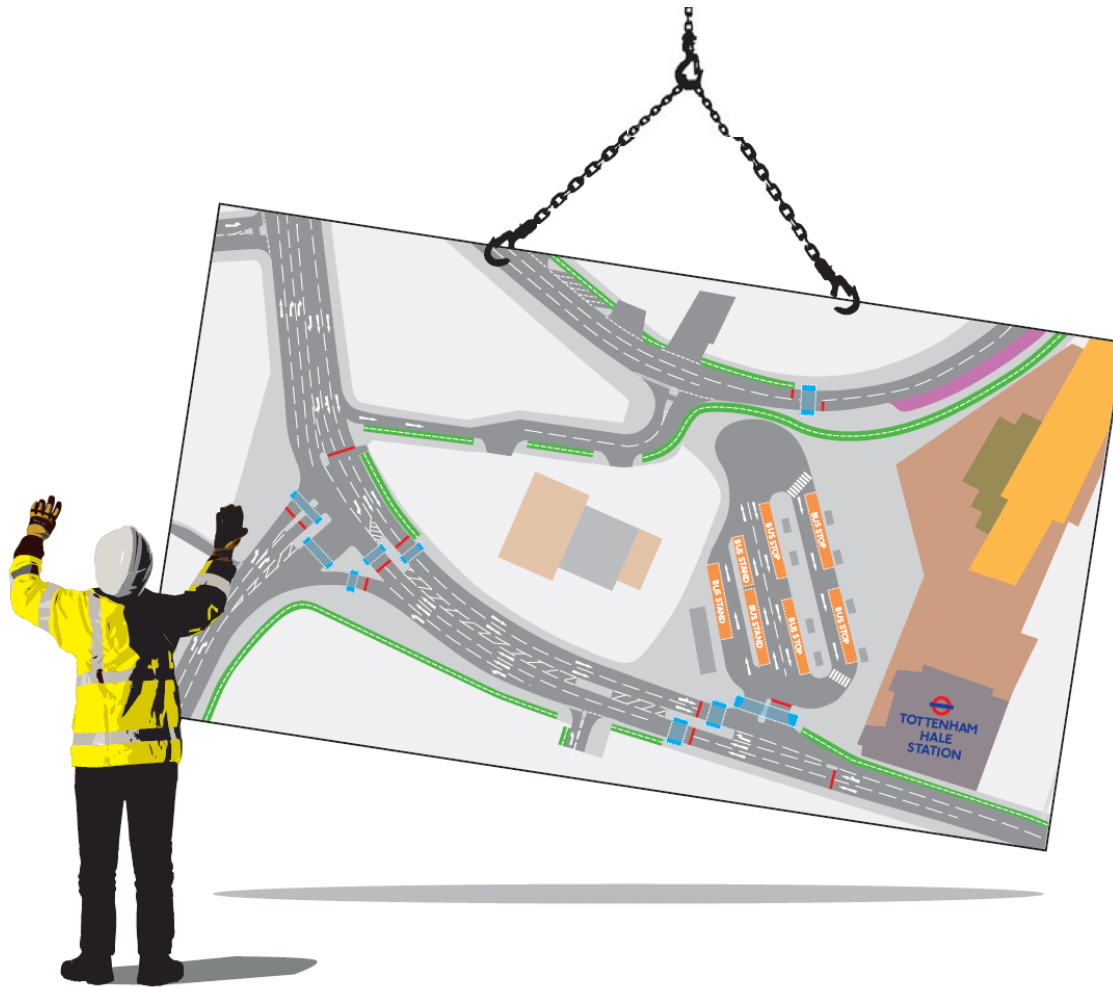




**Transport  
for London**



# Improving Tottenham Hale

**Graham Nash, Senior Programme Manager**  
**Felicity Beverley, Communications Manager**  
Transport for London – Surface Transport

**London TravelWatch Board Meeting**

26<sup>th</sup> January 2010

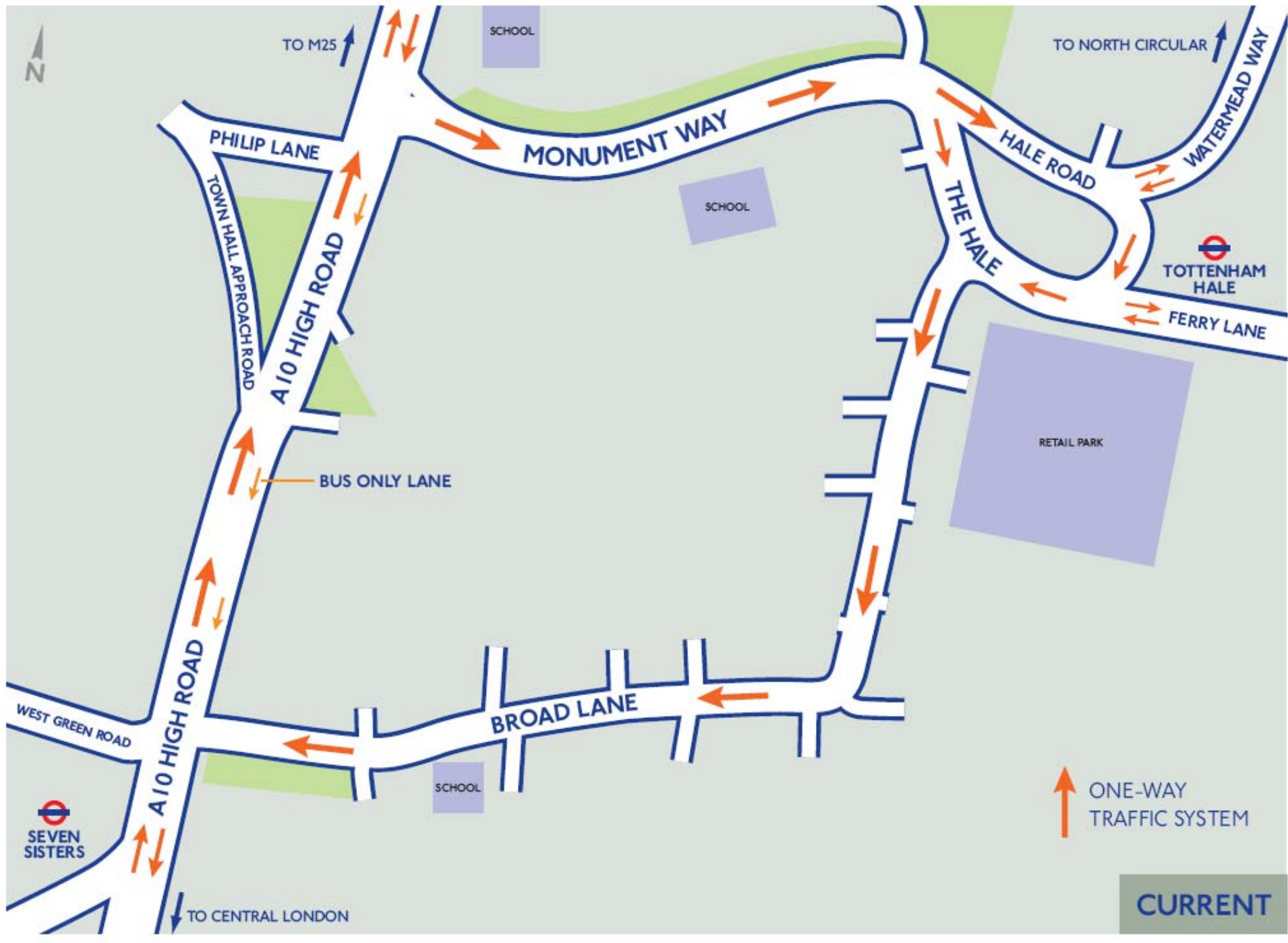
2



# Objectives of the scheme

- **To change the current one-way system to a two-way system**
- **To reduce the impact of traffic on the local area**
- **To improve access to properties for residents and businesses**
- **To provide a bigger and better bus station**
- **To enable regeneration of the area.**

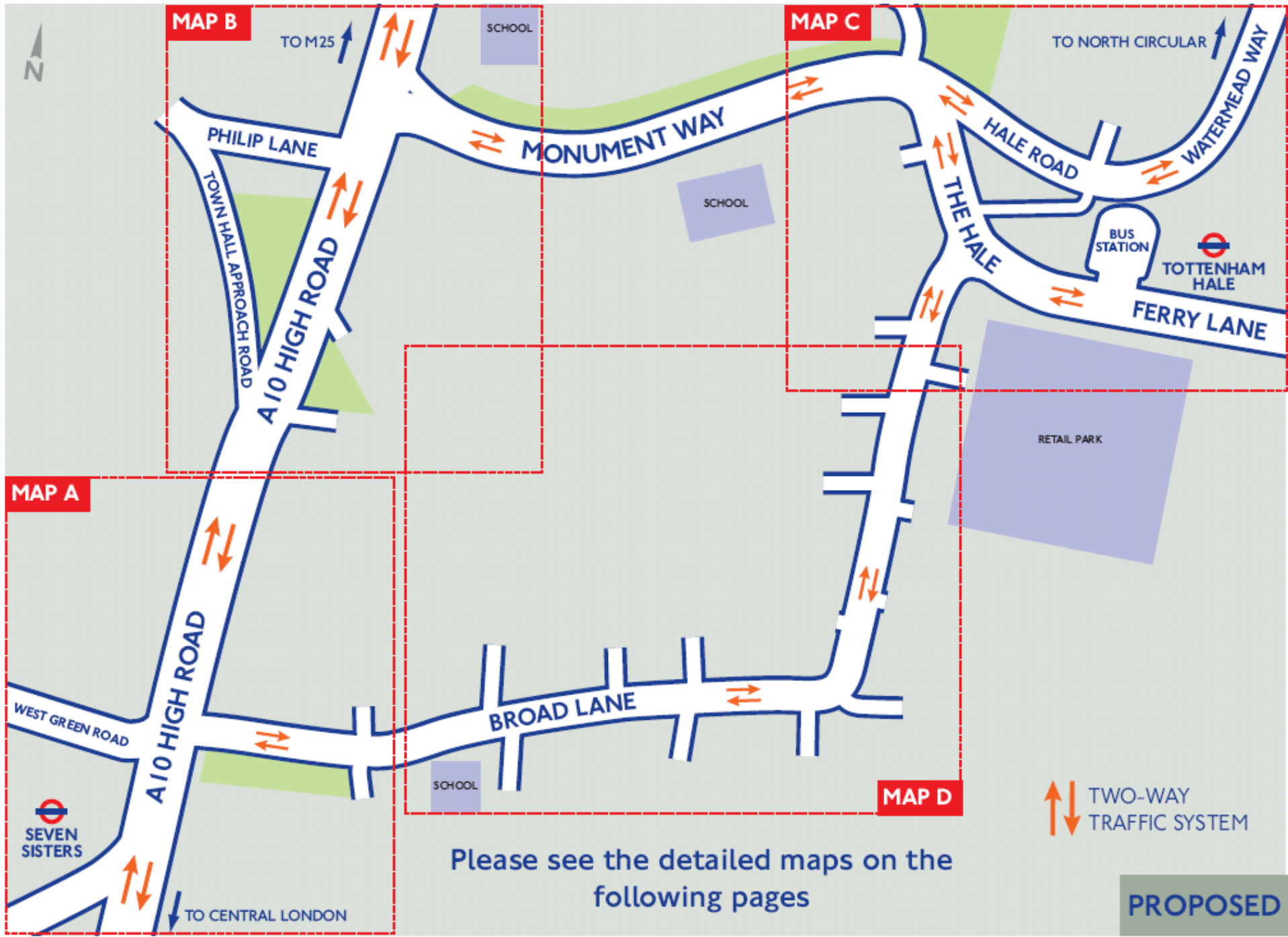




# Removing the one-way system. Key Benefits;

- Limited additional traffic capacity will be protected for local developments
- Better facilities for pedestrians and cyclists
- Better access for residents to properties
- New larger bus station
- Reduced traffic volumes on Broad Lane





MAP B

MAP C

MAP A

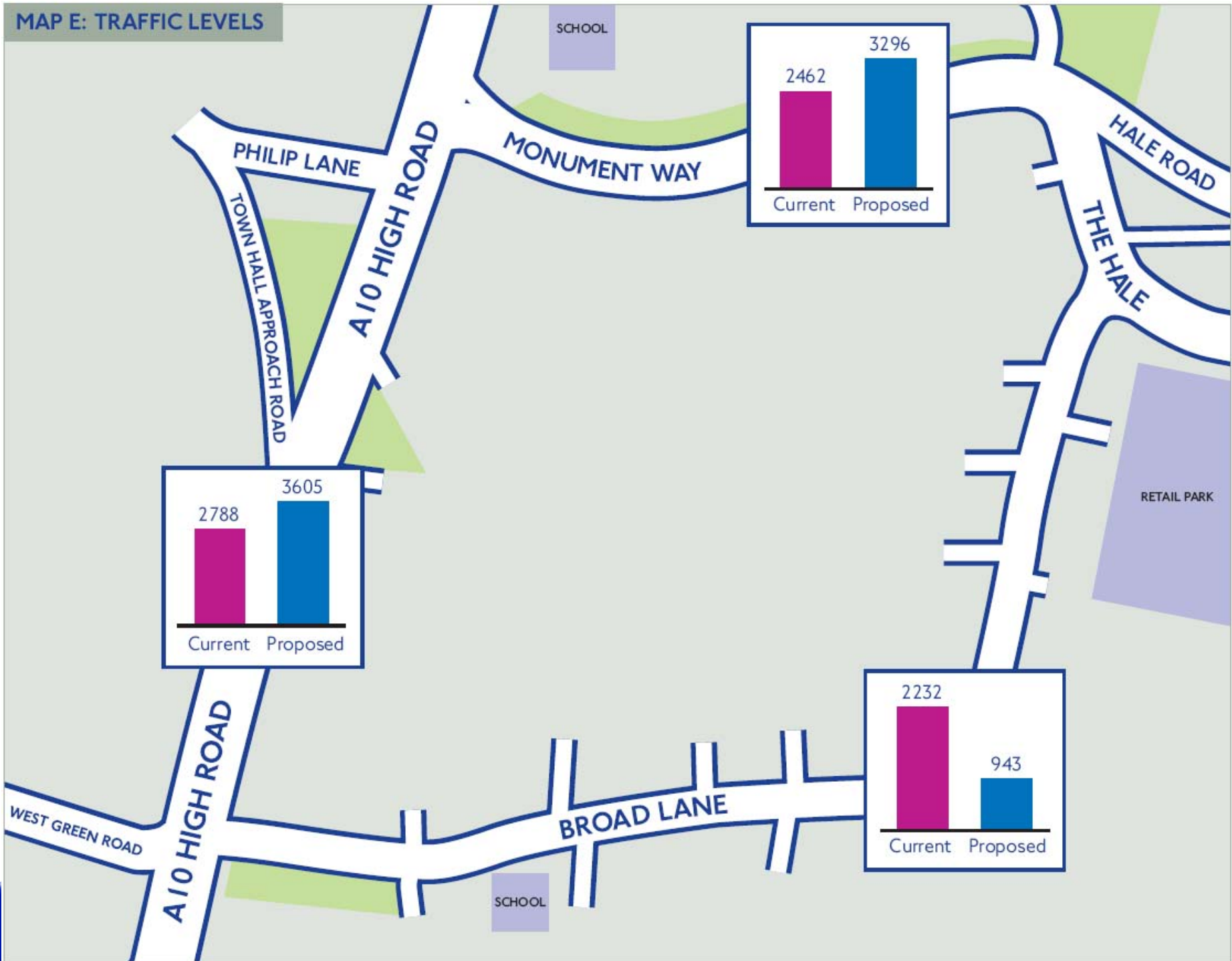
MAP D

↑ ↓ TWO-WAY TRAFFIC SYSTEM

PROPOSED

Please see the detailed maps on the following pages

MAP E: TRAFFIC LEVELS



MAP A: HIGH ROAD SOUTH PROPOSALS



Two trees removed to allow for road widening

Potential tree planting

Wide footway re-landscaped

New cycle lanes

Existing flower planters removed and footway re-landscaped

Traffic can proceed into Broad Lane

New pedestrian crossing

No right turn from A10 into Broad Lane

Crossing converted to allow bicycles

Bus stop relocated from A

A10 High Road changed from three lanes north and one contraflow southbound bus lane to three lanes north and two lanes south

Left turn permitted

Wider footway. Potential tree planting

New bus stop

Wider footway

New footway

New bus stops. Easier interchange to Seven Sisters Tube

- Key**
- Road
  - Footway
  - Bus lane
  - Bus stop
  - Cycle lane
  - Signalised pedestrian crossing
  - Traffic light stop line
  - ⊕ Entrance to Seven Sisters Tube

Artist's impression. Locations shown are approximate.





# Bus Lane on High Road

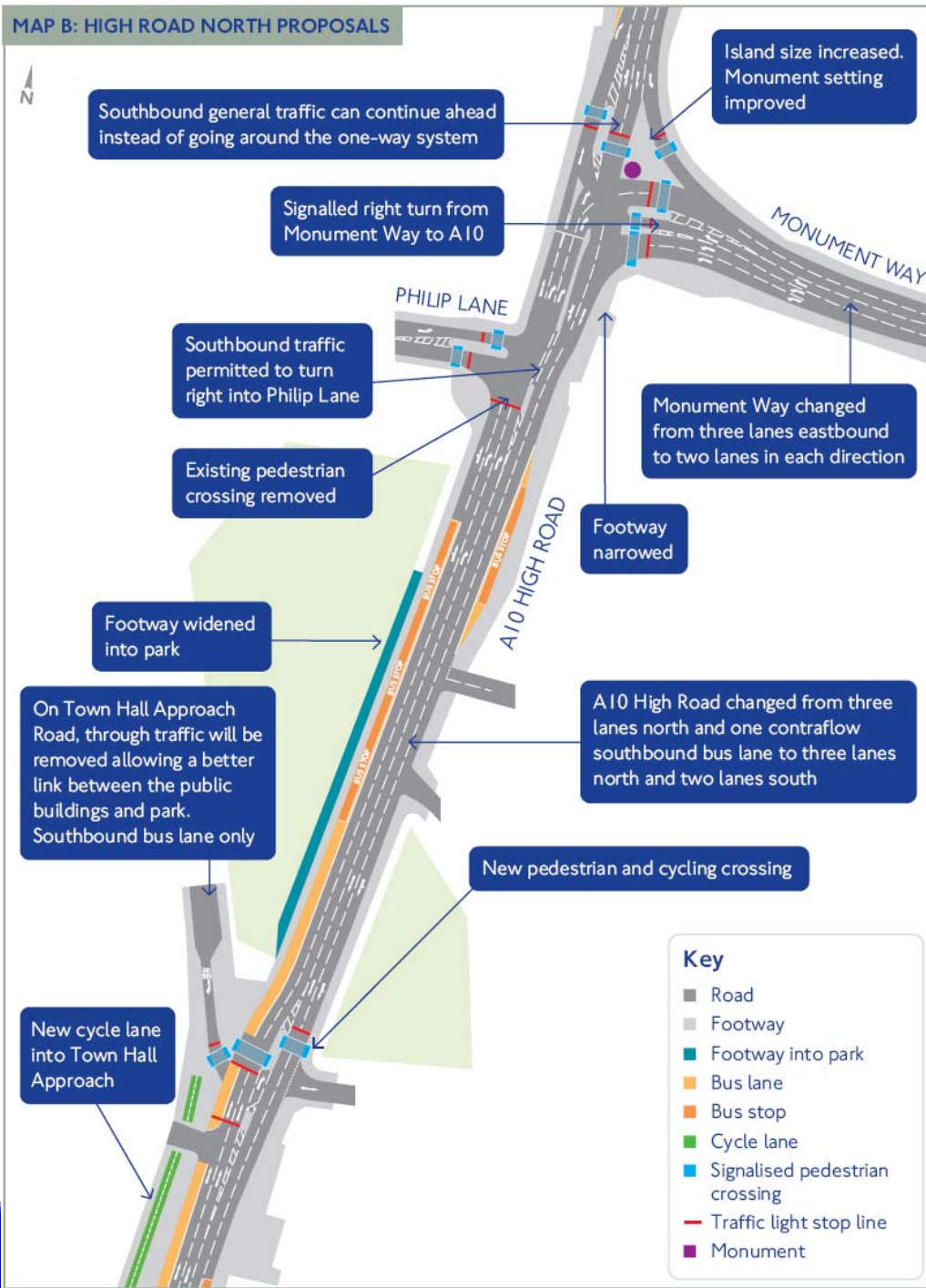
Table 6.11: Bus Journey Time - A10

Buses	AM		IP		PM		SAT	
	sec/veh	%	sec/veh	%	sec/veh	%	sec/veh	%
NB	27.1	6.5%	-4.6	-1.0%	11.0	2.2%	-50.5	-10.2%
SB	-33.7	-7.5%	-15.5	-3.1%	-26.9	-5.5%	3.3	0.7%
Average NB & SB	-2.3	-0.2%	-9.8	-2.0%	-7.3	-1.5%	-24.5	-4.9%

- Generally decreased bus journey times southbound
- Northbound bus journey times increase in morning and evening peak, decrease in inter-peak and at weekend



MAP B: HIGH ROAD NORTH PROPOSALS



Artist's impression. Locations shown are approximate.

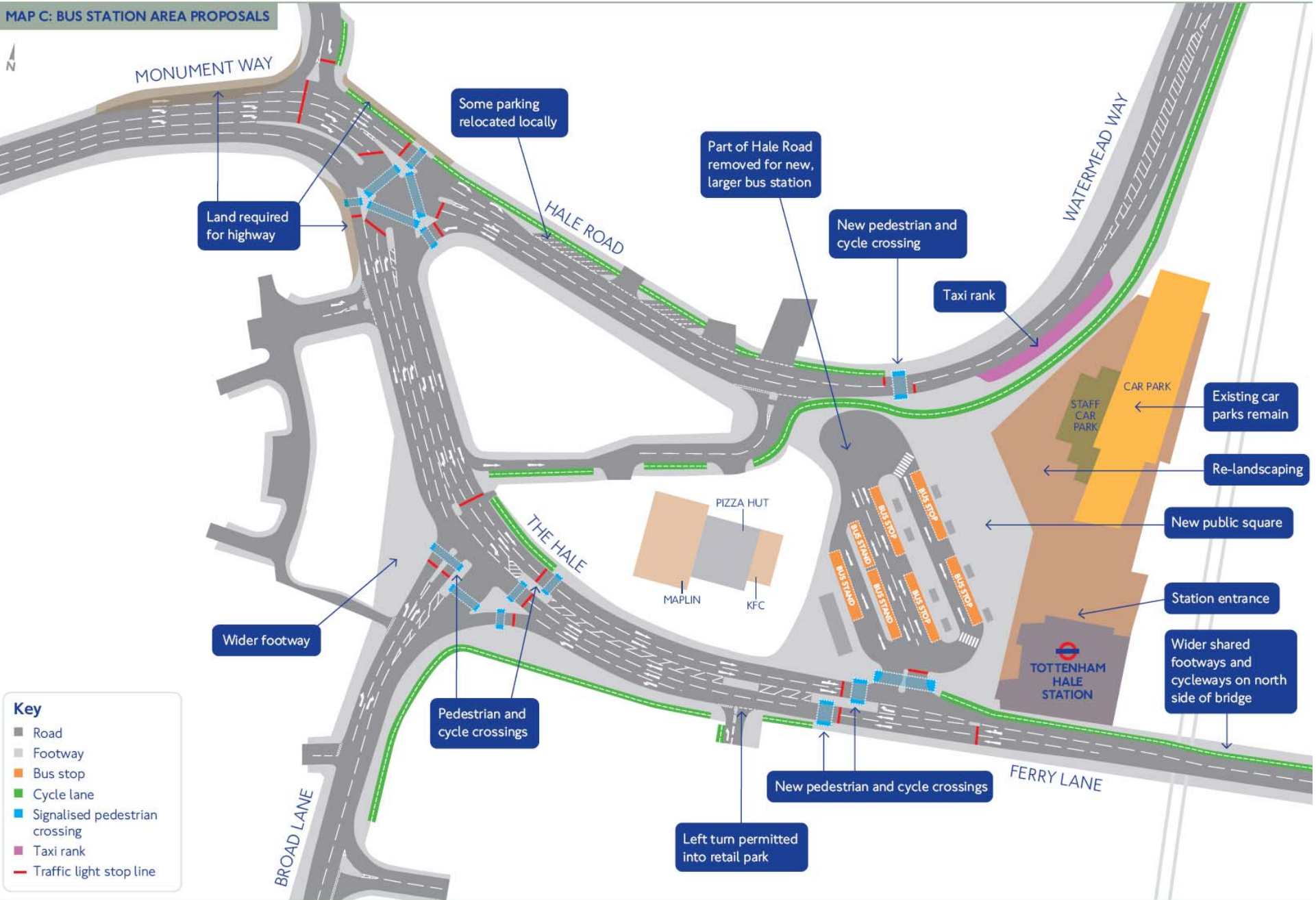


# The new bus station

- **Part of Hale Road is removed**
- **Bigger bus station with more stops**
- **More space for passengers to move around**
- **Improved accessibility to the stops**
- **Through services (123, 230 & W4) would use it**
- **Better access to the mainline train and Tube station**



MAP C: BUS STATION AREA PROPOSALS



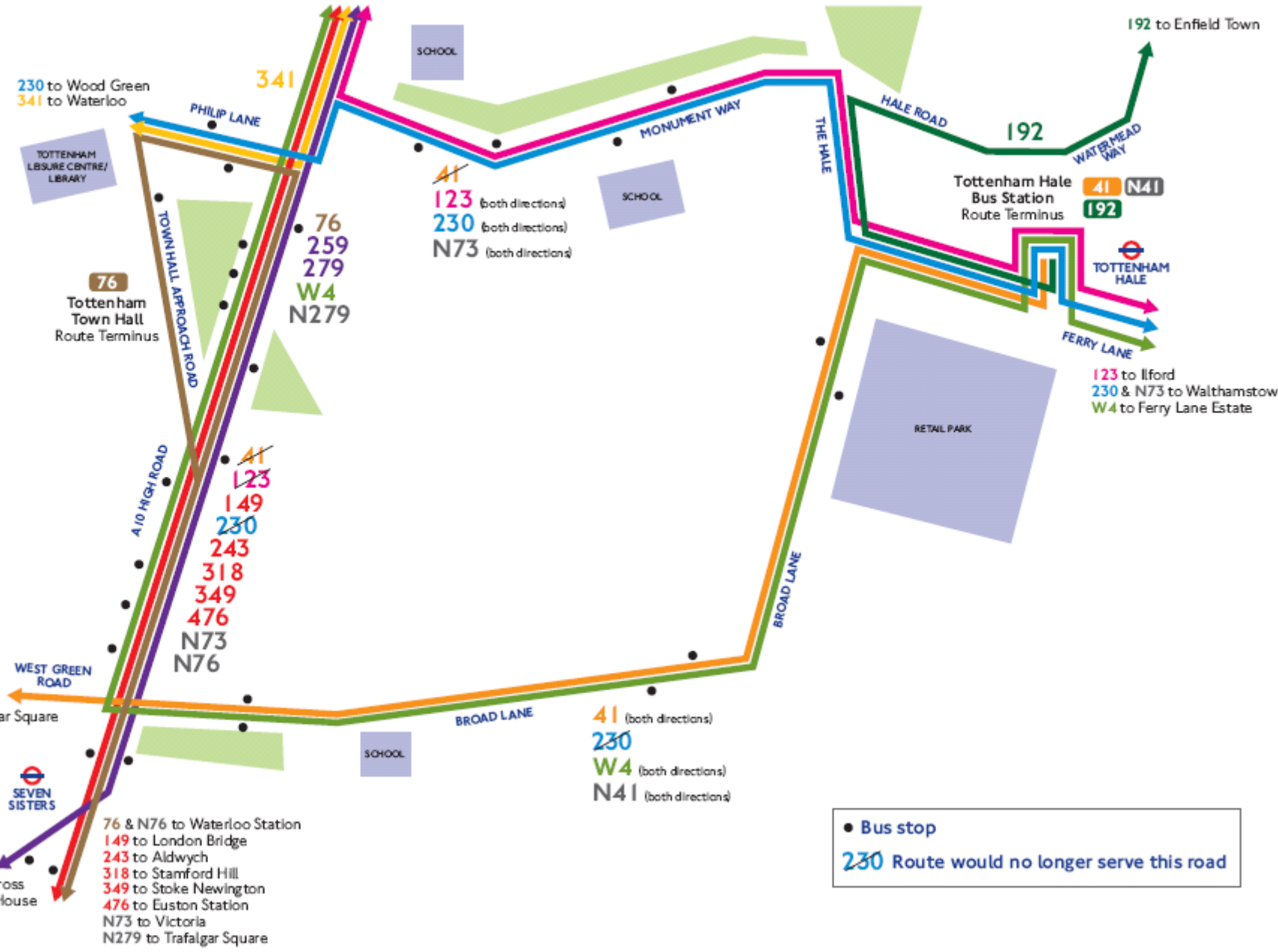
**Key**

- Road
- Footway
- Bus stop
- Cycle lane
- Signalised pedestrian crossing
- Taxi rank
- Traffic light stop line

- Land required for highway
- Some parking relocated locally
- Part of Hale Road removed for new, larger bus station
- New pedestrian and cycle crossing
- Taxi rank
- Existing car parks remain
- Re-landscaping
- New public square
- Station entrance
- Wider shared footways and cycleways on north side of bridge
- Wider footway
- Pedestrian and cycle crossings
- New pedestrian and cycle crossings
- Left turn permitted into retail park

Artist's impression. Locations shown are approximate.

123 & 243 to Wood Green  
 149 & 259 to Edmonton Green  
 279 & N279 to Waltham Cross  
 318 to North Middlesex Hospital  
 341, 476 & N76 to Northumberland Park Station  
 349 to Ponders End Garage  
 W4 to Oakthorpe Park



230 to Wood Green  
 341 to Waterloo

TOTTENHAM  
 LEISURE CENTRE/  
 LIBRARY

**76**  
 Tottenham  
 Town Hall  
 Route Terminus

A10 HIGH ROAD

WEST GREEN  
 ROAD

41 to Archway  
 N41 to Trafalgar Square

SEVEN  
 SISTERS

259 to Kings Cross  
 279 to Manor House

76 & N76 to Waterloo Station  
 149 to London Bridge  
 243 to Aldwych  
 318 to Stamford Hill  
 349 to Stoke Newington  
 476 to Euston Station  
 N73 to Victoria  
 N279 to Trafalgar Square

SCHOOL

SCHOOL

SCHOOL

RETAIL PARK

Tottenham Hale  
 Bus Station  
 Route Terminus

**41** **N41**  
**192**

TOTTENHAM  
 HALE

FERRY LANE

123 to Ilford  
 230 & N73 to Walthamstow  
 W4 to Ferry Lane Estate

192 to Enfield Town

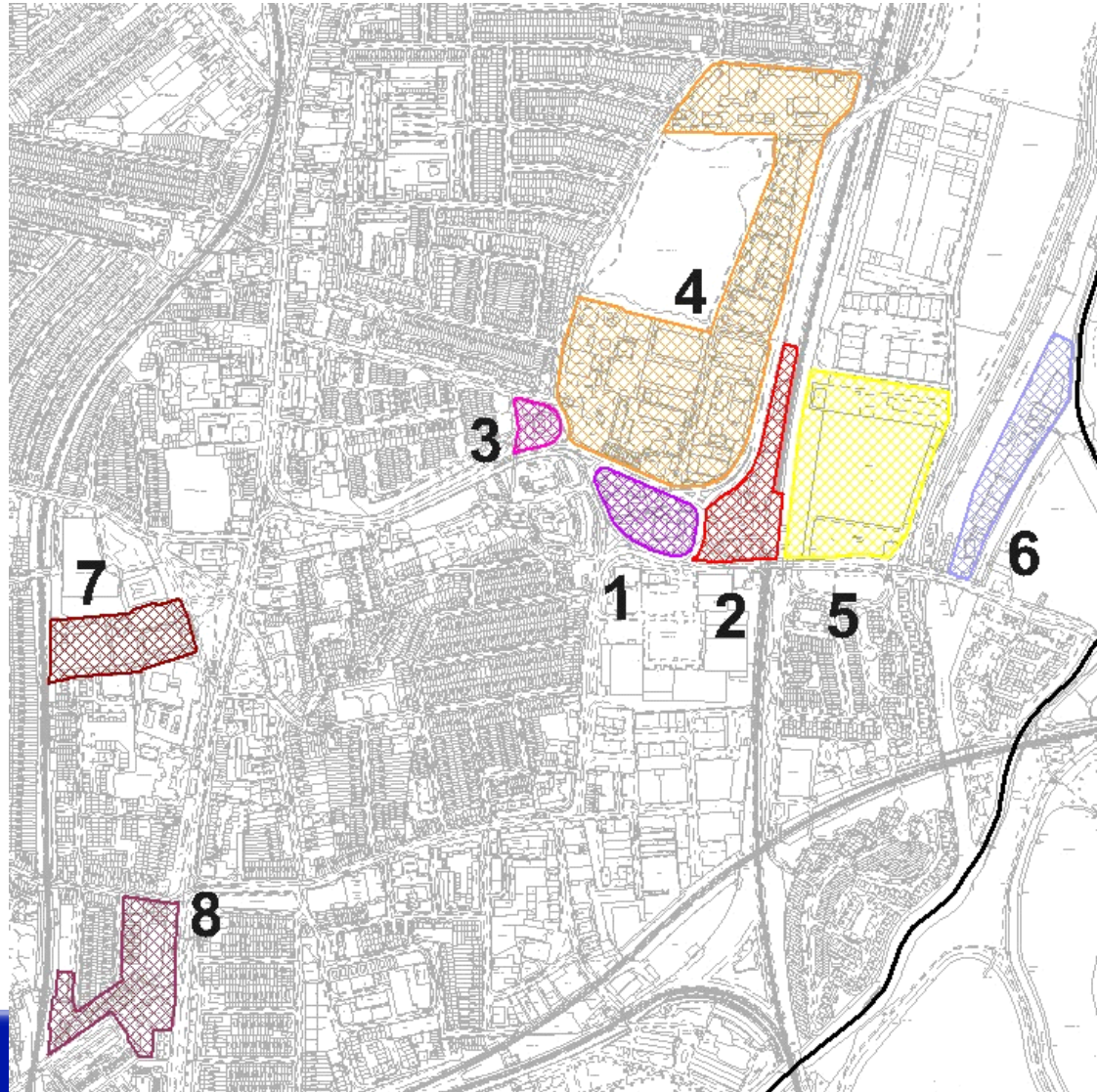
● Bus stop  
 230 Route would no longer serve this road

# Initial consultation results

- **257 responses received (3% response rate)**
- **80% support removal of one-way gyratory, 9% oppose the removal, 11% no opinion**
- **Top three benefits of scheme (question 4):**
  - **Reduced traffic on Broad Lane (69)**
  - **Better pedestrian and cycling facilities (41)**
  - **Improved footway (39)**
- **Comments received:**
  - **Proposals will not improve traffic or congestion (20)**
  - **Cycle lanes vague/ not suitable (16)**
  - **Loss of Philip Lane crossing (14)**
  - **Would like more trees/ greenery (14)**



# Local development proposals



# Tottenham Hale Station Proposal

- Identified as a key strategic interchange in MTS2
- Doubling of passengers expected between 2006 and 2026, tube capacity becomes critical post 2021
- Preferred option identified by TfL for an improved rail and tube station as part of area masterplan, though currently unfunded and further design work on hold
- Station plans all subject to DfT's potential 'Four tracking' for West Anglia main line potentially post 2015 – land safeguarded
- TfL and DfT working closely to examine concepts and impact on the station
- Station included in Tranche 3 of Network Rail's Access for All





# Next Steps

- **Send consultation summary to local residents, businesses and stakeholders**
- **Consider consultation responses as part of detailed design**
- **Develop detailed plans for each road**
- **Develop detailed urban design and landscaping framework**
- **Seek planning permission from Haringey Council**
- **Start work to divert cables and pipes in summer 2010**
- **(Subject to approval and funding arrangements) Work would begin in autumn 2012, lasting 18 months.**



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