



## Streetspaces Bid 10 – Crouch End and Hornsey Cycleway

### **Project Name**

Crouch End and Hornsey Cycleway

### **Location (inc. coordinates)**

Tottenham Lane, The Broadway and Crouch End Hill in Crouch End

### **Project ID**

LBH\_LSP\_001\_CECR

### **Amount of funding requested**

#### **Design and PM Fees**

£46,251

#### **Implementation Costs**

£231,255

#### **Monitoring**

£5,000

#### **Borough funding contribution (if applicable)**

£0

#### **TOTAL FUNDING REQUIRED**

£282,506

### **Type of intervention**

#### **Strategic Cycle Route**

Yes

#### **Low traffic neighbourhoods**

No

## **Space at town centres**

No

## **Description:**

This proposal builds on the design and engagement undertaken for the Liveable Crouch End scheme to provide a cycle-route that connects Wood Green (via Quietway 10 - another project submitted for this funding) with the top of LB Islington using segregation separators, road markings and footway construction to bring the cycleway to footway level at certain points. The route goes through the centre of Crouch End and provides for the most part a segregated route that will encourage greater cycling, thereby removing the pressures on bus usage (which is historically high in this area) during the current time and reducing journeys made by car. The connection was identified in the TfL temporary strategic cycling analysis as an area of top and high potential for future cycle trips. Whilst it is currently semi-permanent in terms of materials it has always formed part of the long-term strategic Liveable Crouch End project and could be a good trial for the route on a longer-term basis in due course.

## **Is this an existing scheme and/or previously funded by TfL?**

This builds on the design and engagement undertaken for the Liveable Crouch End scheme.

## **High level programme information**

### **Construction Start Date**

August 2020

### **Construction end date**

September 2020

### **Impacts to traffic signals (as per Figure 1)**

None

## **Impacts to bus assets or operations**

### **Bus routes affected**

The bus cages are not proposed to be removed. They will be relocated but not removed. Existing pinch points along Tottenham Lane are removed with the implementation of the cycle facilities, a minimum carriageway width of 6.5m wide is maintained at all times. The bus routes located close to the cycle route are 41, 91, W5

### **Bus journey time impacts**

No bus journey times are anticipated to be impacted

### **Bus stops affected**

The area around the bus stops will be shared between pedestrians and cyclists. The bus cage outside 120 Tottenham Lane is proposed to be relocated further south, keeping the bus shelter at the same location. The bus cage in the opposite direction is proposed to be slightly shortened (to 24m) to avoid pinch point for general traffic if there are buses on both bus stops. All other stops will stay at the same location, the only difference will be the shared area between pedestrians and cyclists.

### **Benefits to bus assets or operations**

Reduced passenger loading on East west bus routes W3 and 41 and reduction in North South passenger loading on the 91 bus route

### **Impact on freight (servicing and delivery)**

Will impact on servicing as required the relocation of loading bays from the high street into side-streets. Discussions with businesses will be undertaken during design development and implementation.

### **Connections to strategic cycle routes**

#### **Boroughs Connected to**

None

#### **Routes connected to**

Links into Quietway 10

#### **Impacts on protected groups**

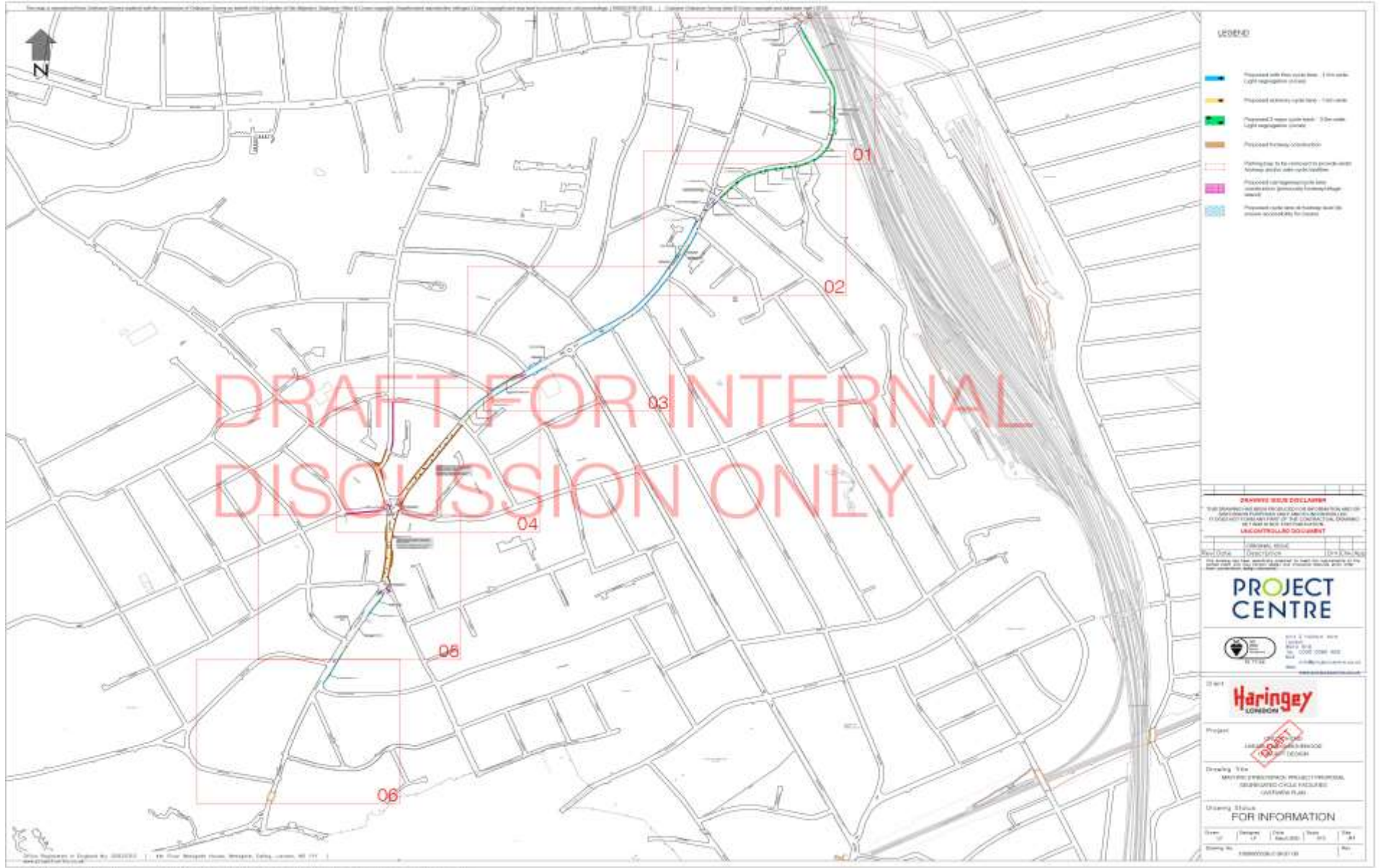
The route will provide the opportunity for those who want to cycle in an improved environment, providing the benefits of exercise, mental health benefits and could positively impact on air quality by reducing car trips. This will have a positive impact on protected groups who may be less likely to have access to a car or more likely to be vulnerable to health conditions

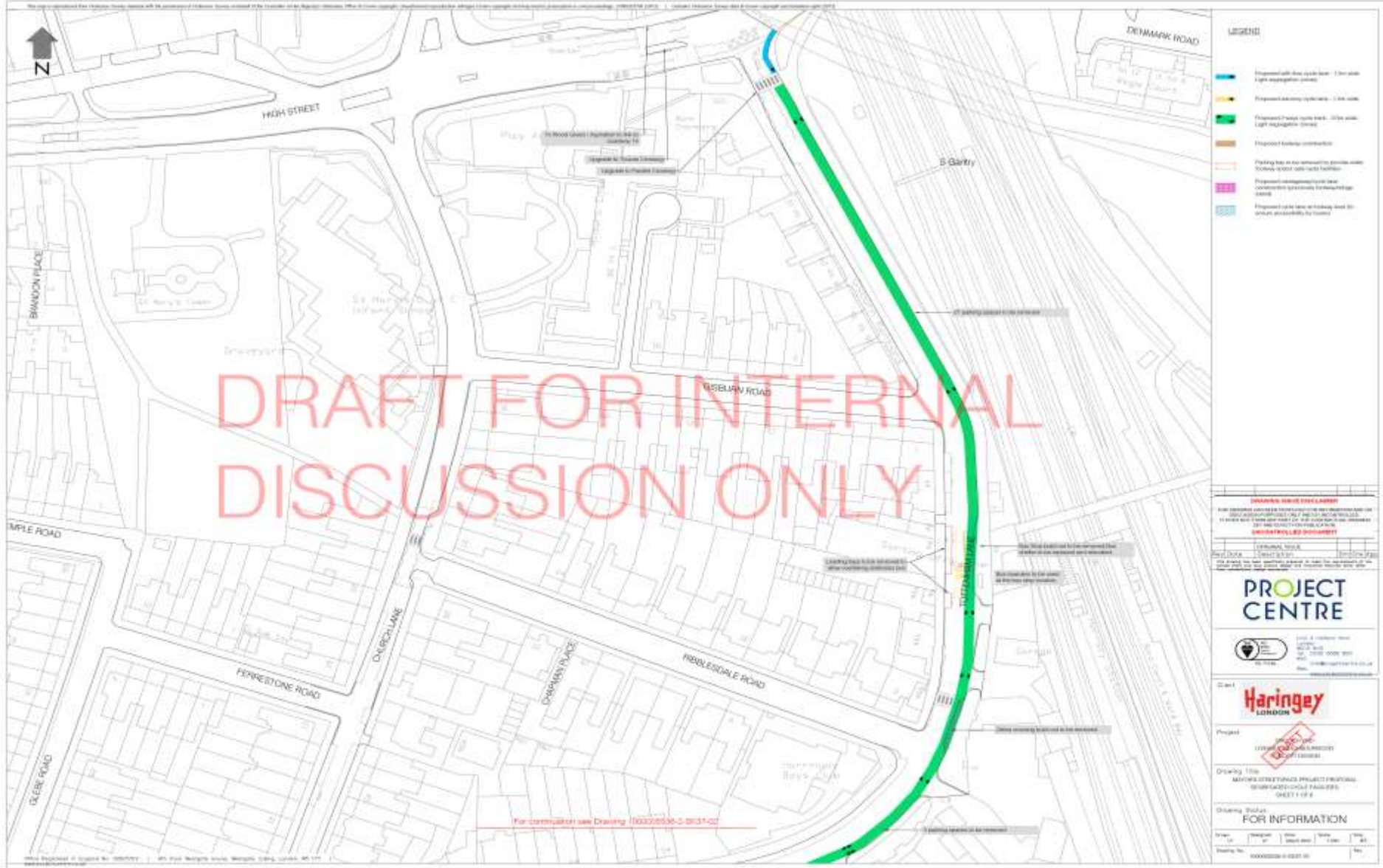
#### **Consideration on crime reduction**

Additional cycling activity increases natural surveillance thereby positively contributing to crime reduction

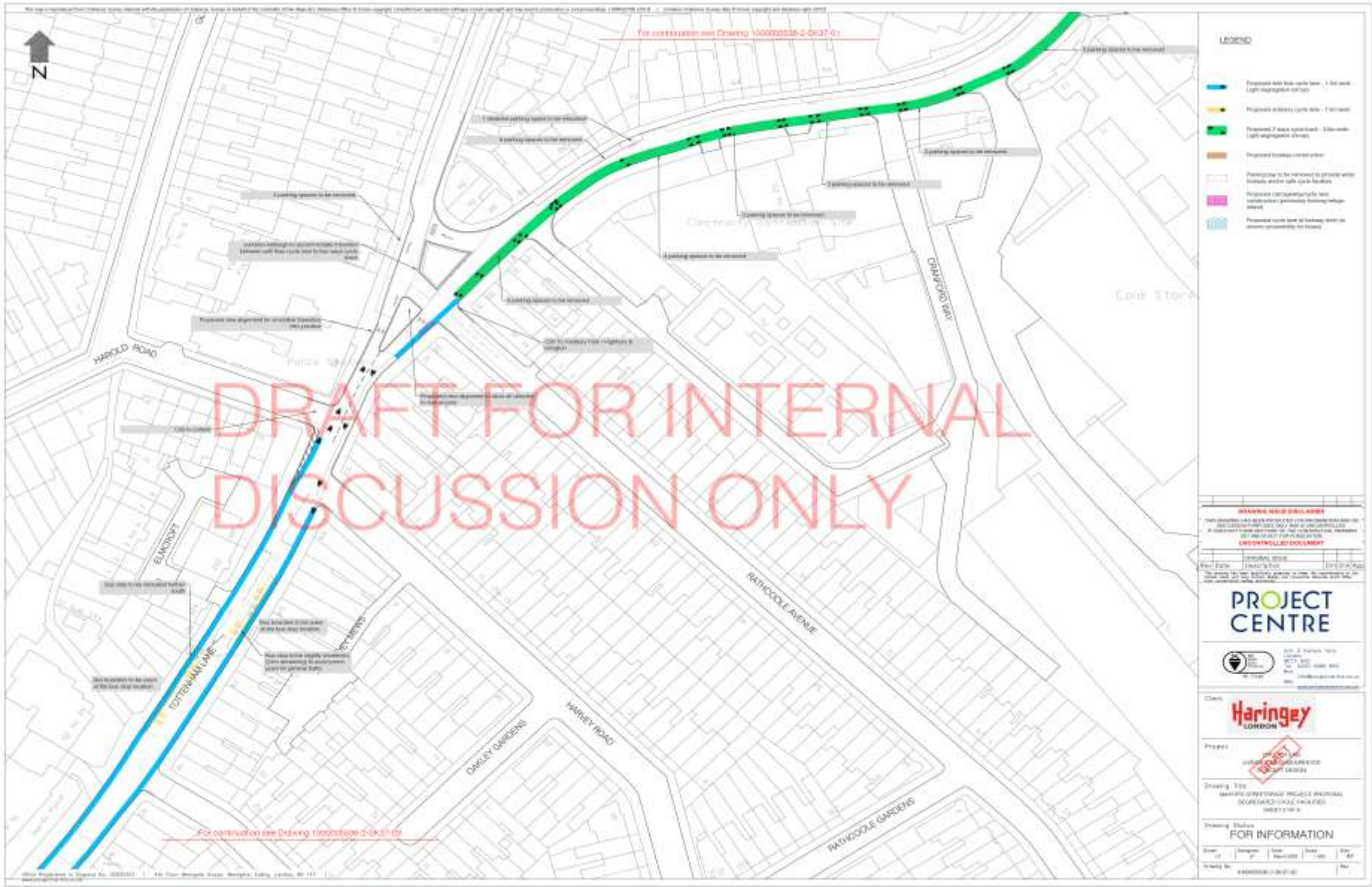
### **Plans**

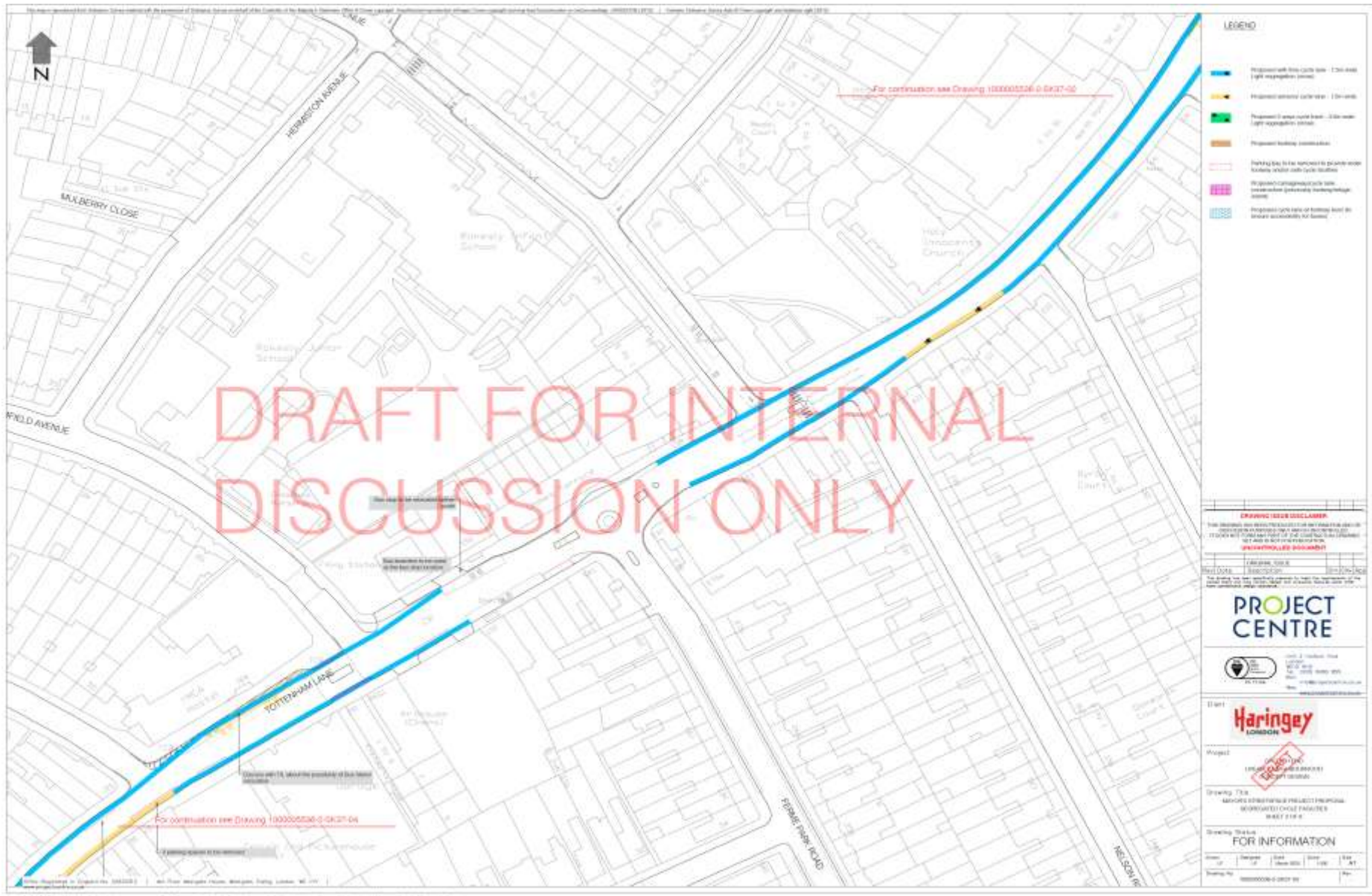
Crouch End and Hornsey Cycleway (Wards: Crouch End and Hornsey)



















- LEGEND**
- Proposed footway widening - 1.0m wide, Light Impregnation surface
  - Proposed shared cycle lane - 1.5m wide
  - Proposed segregated cycle lane - 2.0m wide, Light Impregnation surface
  - Proposed footway narrowing
  - Footway to be retained to provide extra footway width and cycle storage
  - Proposed segregated cycle lane with extra storage for bicycles
  - Proposed cycle lane of 2.0m wide with extra storage for bicycles

Sub-standard footway widths and high volume of pedestrians along The Broadway make required footway widening.  
The carriageway width does not allow to provide water footway and segregated cycle facilities.

**DRAFT FOR INTERNAL DISCUSSION ONLY**

**DRAFTING ERROR DISCLAIMER**  
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**PROJECT CENTRE**

**Haringey LONDON**

**FOR INFORMATION**

