



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

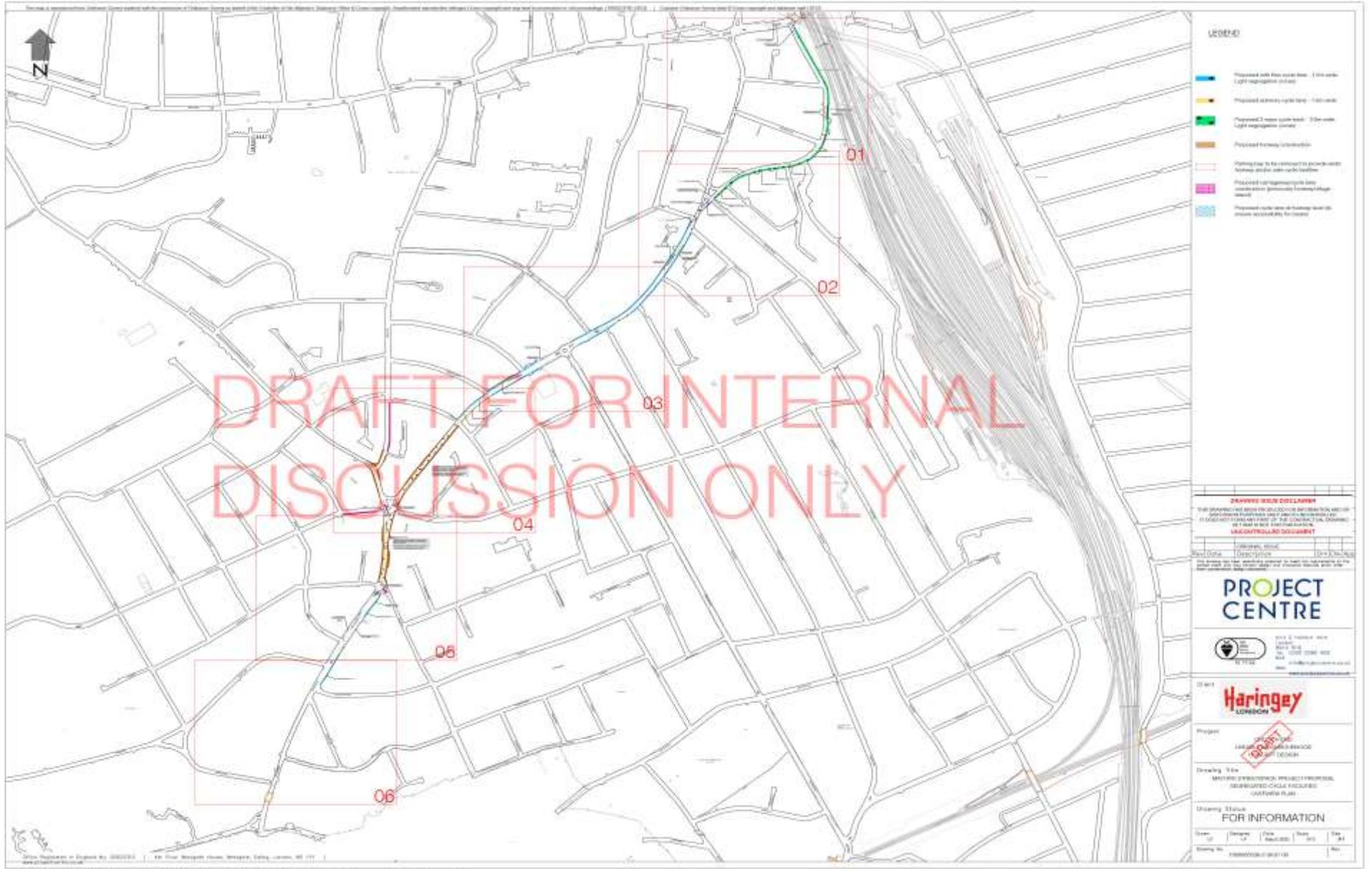
The route will provide the opportunity for those who want to cycle in an improved environment, providing the benefits of exercise, mental health benefits and could positively impact on air quality by reducing car trips. This will have a positive impact on protected groups who may be less likely to have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

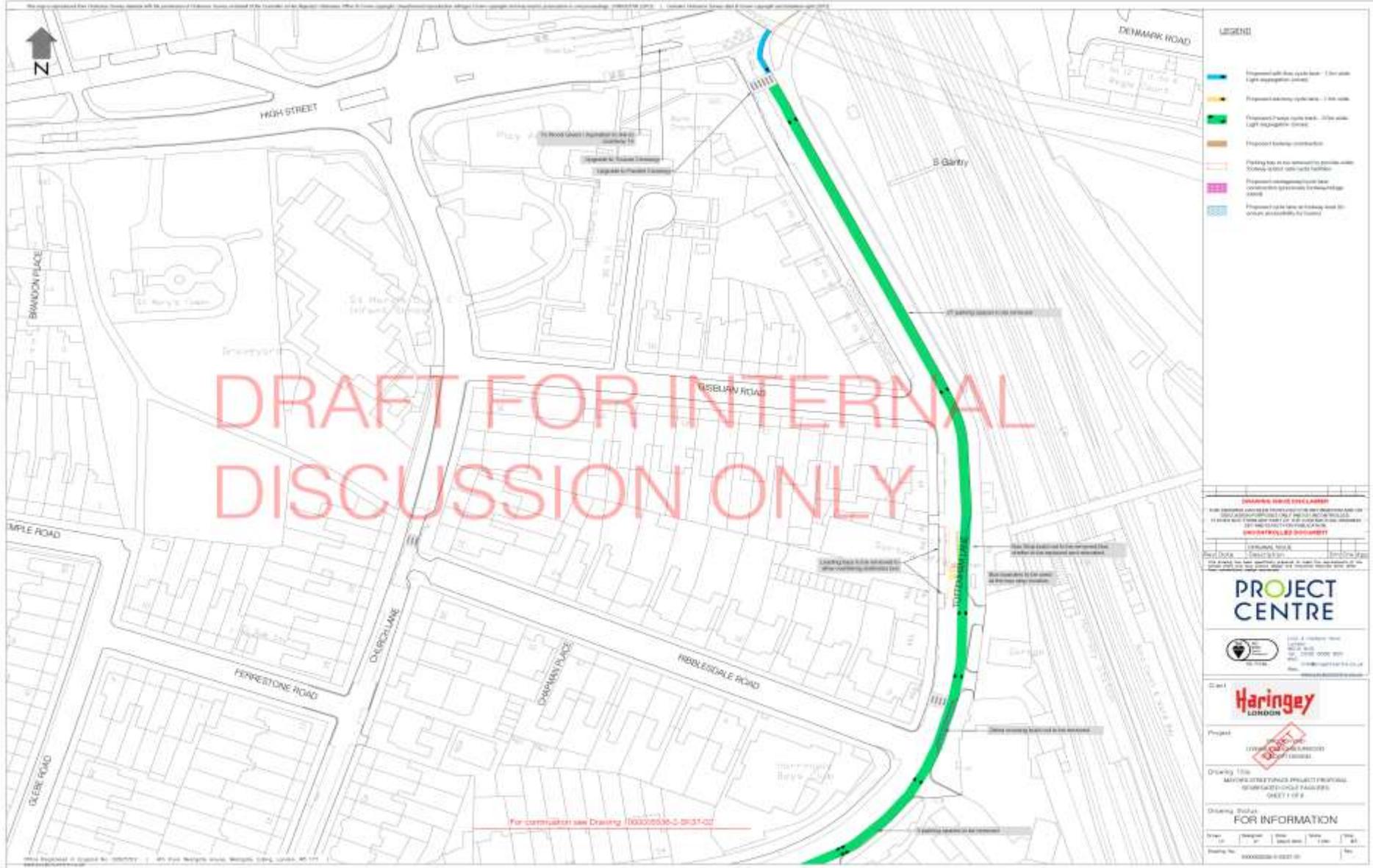
Consideration on crime reduction

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

Plans

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





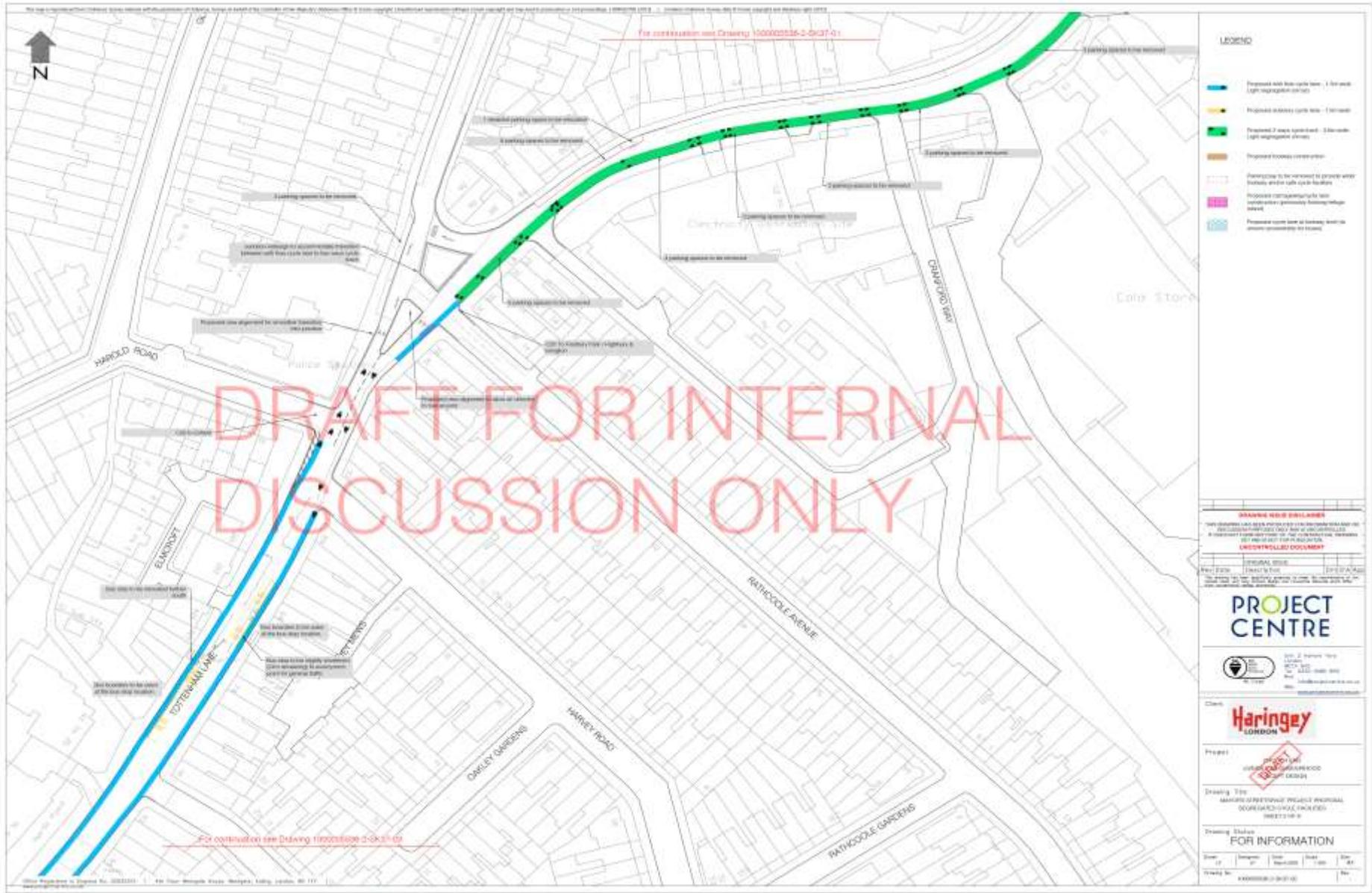
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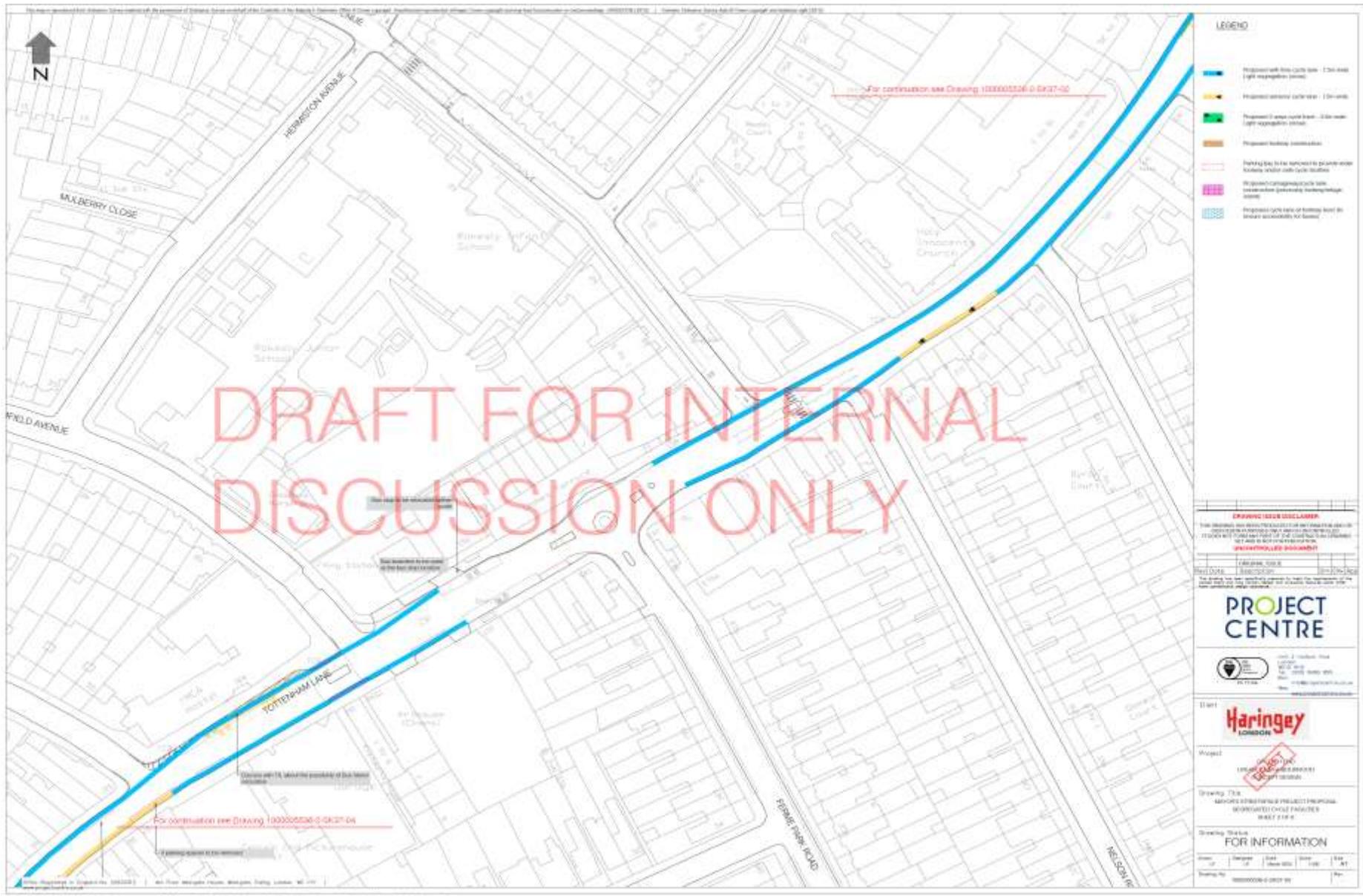
- LEGEND**
- █ Proposed cycle lane - 1.5m wide Light segregation colour
 - █ Proposed cycle lane - 1.5m wide
 - █ Proposed cycle lane - 1.5m wide Light segregation colour
 - █ Proposed kerbside construction
 - █ Parking bay in an existing parking space - 500mm x 2000mm (approximate)
 - █ Proposed parking space - 500mm x 2000mm (approximate)
 - █ Proposed parking space - 500mm x 2000mm (approximate)

DRAWING TITLE
 PROJECT CENTRE
 Haringey
 LONDON

Client: Haringey
Project: PROJECT CENTRE
Drawing Title: MINOR STREETWORKS PROJECT PROPOSAL - SEVERED ROAD PAVERS - SHEET 1 OF 2
Drawing Status: FOR INFORMATION

Project Centre
 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200









- LEGEND**
- Proposed cycle route - 2.0m wide, light segregation scheme
 - Proposed water footway - 1.5m wide
 - Proposed 2.0m cycle way - 2.0m wide, light segregation scheme
 - Proposed parking arrangement
 - Footway to be widened to provide water footway, 2.0m wide cycle footway
 - Proposed segregated cycle route with water footway (segregated cycle way)
 - Proposed cycle lane of 2.0m wide with water segregation for safety

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PROJECT CENTRE

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Haringey LONDON

Project: **URBAN MOBILITY IMPROVEMENTS**

Drawing Title: **URBAN MOBILITY IMPROVEMENTS - MEASURES 4**

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