



Streetspaces Bid 16 – Speed Management Schemes

Project Name

20 mph speed management measures

Location (inc. coordinates)

Various locations

Project ID

LBH_LSP_011_speedman

Amount of funding requested

Design and PM Fees

£10,000

Implementation Costs

£35,000

Monitoring

£5,000

Borough funding contribution (if applicable)

£0

TOTAL FUNDING REQUIRED

£50,000

Type of intervention

Strategic Cycle Route

No

Low traffic neighbourhoods

Yes

Space at town centres

No

Description:

Introducing speed management lowers the likelihood of severe or fatal traffic injuries by reducing the frequency and severity of crashes. For pedestrians, speed management creates safe conditions for crossing, walking, or sharing space with cycle or motor vehicle traffic. Slower speeds will also make it safer for cyclists to use Haringey roads which will enable a lot more people to cycle and make roads safer to enable safer social distancing in town centres. Haringey will introduce signage and lining and other measures to ensure the present 20mph speed limit on most residential roads in the Borough is respected, and extend the 20mph speed limit to other roads, particularly in our town centres. We will identify locations and measures through proactive officer investigation, and the Commonplace online portal inviting residents to tell us where speeding is an issue. Examples of locations where measures might be necessary are:

- Wood Vale N10
- Jarrow Road N17
- Chandos Road N17
- Cornwall Road N15

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

No.

High level programme information

Construction Start Date

June 2020

Construction end date

September 2020

Impacts to traffic signals (as per Figure 1)

No

Impacts to bus assets or operations

Bus routes affected

To be identified and mitigate against as schemes are identified

Bus journey time impacts

We will prioritise bus priority when identifying schemes

Bus stops affected

None

Benefits to bus assets or operations

Slower traffic will increase bus priority and journey times

Impact on freight (servicing and delivery)

To be identified and mitigate against as schemes are identified

Connections to strategic cycle routes

Boroughs Connected to

N/A

Routes connected to

N/A

Impacts on protected groups

More vulnerable road users are more likely to be in protected groups, and so lower speeds are likely to increase safety for those people in protected groups and have a positive impact.

Consideration on crime reduction

N/A