



**Streetspaces Bid 18 - Roundway / Lordship Lane / Downhills Way pedestrian improvement scheme**

**Project Name**

The Roundway

**Location (inc. coordinates)**

Lordship Lane/Downhills Way/The Roundway N17 junction. Easting: 598031  
Northing: 092137

**Project ID**

LBH\_LSP\_001\_RW

**Amount of funding requested**

**Design and PM Fees**

£41,000

**Implementation Costs**

£159,000

**Monitoring**

£0

**Borough funding contribution (if applicable)**

£0

**TOTAL FUNDING REQUIRED**

£200,000

**Type of intervention**

**Strategic Cycle Route**

No

**Low traffic neighbourhoods**

Yes

### **Space at town centres**

No

### **Description:**

The junction of Lordship Lane/The Roundway/Downhills Way is a signalised 4-arm junction. The Roundway is a dual carriageway road and links Lordship Lane with the A10 Great Cambridge Road. Lordship Lane extends through a commercial and business frontage area with shops, cafes and restaurants facing on both sides. The surrounding area is predominantly residential with a Primary School in close proximity to this junction in which 649 pupils attend. There is a controlled pedestrian crossing across the northern arm of the junction (The Roundway). However, the remaining arms of the junction have no controlled crossing facilities, which means that pedestrian safety and accessibility is compromised. The junction is relatively wide and has 2-3 lane approaches, so it is difficult to cross safely, especially if you're less able. Seven bus routes also operate within this area.

It should also be noted that there have been 20 recorded Personal Injury Accidents (PIA) by this junction, 1 serious and 3 pedestrian related in the period between '01-July-2016' and '30-June-2019'.

The primary aim of this scheme is to improve the pedestrian crossing facilities at the junction in order to improve pedestrian safety, pedestrian accessibility and reduce PIA accidents. Therefore, the proposed design incorporates signal controlled pedestrian crossing facilities with countdown timers on three arms of the junction (Lordship Lane eastbound, Downhills Way and The Roundway approaches). It also includes upgrading the substandard refuge island on the western arm of Lordship Lane, which will provide a safe point for pedestrians to wait in the centre of the road, before they can complete their journey, should they choose to cross by this arm of the junction.

SCOOT signal control system will be implemented at the junction, as it is currently operating under local control. This will provide additional benefits in prioritising certain movements or adjusting the cycle time to reduce pedestrian wait times during the peak periods. We will also take this opportunity to remove unnecessary guard rail, which life has expired, in order to minimise street furniture where possible to also assist with social distancing. Moreover, guard rail can also have the effect of 'penning in' pedestrians and cyclists. It should also be noted that the footway on the eastern arm of the Roundway will be build out to improve social distancing.

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

Existing scheme funded by TfL.

### **High level programme information**

#### **Construction Start Date**

July 2020

**Construction end date**

September 2020

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

Yes

**Impacts to bus assets or operations**

**Bus routes affected**

144, 217, 231, 444, 617, 123, 243

**Bus journey time impacts**

In February 2020 - A Scheme Impact Report (SIR) was undertaken by TfL for this project. It states that Bus impacts have been assessed along with general traffic. No specific results have been extracted for Buses.

**Bus stops affected**

Bus Stop 'LA'. Located on the eastern arm Lordship Lane jct The Roundway.

**Benefits to bus assets or operations**

No impact

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

No impact

**Connections to strategic cycle routes**

**Boroughs Connected to**

N/A

**Routes connected to**

N/A

**Impacts on protected groups**

Widening and Improvements to footways and the introduction of new controlled pedestrian crossings provide positive impacts for those with limited mobility and those using pushchairs etc.

**Consideration on crime reduction**

Additional walking and activity increases natural surveillance thereby positively contributing to crime reduction

**Plan**

The Roundway Scheme (Ward: West Green / White Hart Lane / Woodside)

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NOTES:

KEY:

-  New paving slabs
-  New tactile paving for controlled crossing
-  New tactile paving for uncontrolled crossing
-  Section of carriageway to be resurfaced
-  Existing guard rail to be removed
-  Single yellow lines to be upgraded to double yellow lines
-  Existing double yellow lines
-  Bollard to remain
-  Bollard to be removed
-  Keep left bollard



New pedestrian green man, pedestrian countdown and push button facilities to be introduced on Lordship Lane (eastern arm), Downhills Way and The Roundway

No.	Description	Checked	Date

Lordship Lane - Downhills Way - The Roundway  
Signalised Junction Improvement Works

Consultation Drawing

MD	MD	DG
NTS	Sept 19	
SS-HI-TRW-GA		
COMMERCIAL & OPERATIONS OPERATIONS		



