



Streetspaces Bid 4 – The DfT funding bid – Emergency Cycleway Improvements

1. SECTION A: BACKGROUND

1. What is your local transport authority name?

Haringey Council

2. Which geographical region are you in?

London

3. What type of authority are you? *

- Integrated Transport Authority/Combined Authority
- Metropolitan Borough Council
- **Unitary Authority**
- County Council
- Other – please specify below if you feel you do not fit into one of the categories given: **London Borough**

4. How would you classify yourself geographically? *

- Metropolitan
- **Urban Large (population over 250,000)**
- Urban Other (population between 25,000 and 250,000)
- Rural (population below 25,000)
- Other – please specify below if you feel you do not fit into one of the categories given:

2. SECTION B: YOUR SCHEME(S) OR PROGRAMME

5. Please provide the scheme or programme name(s)

Emergency Cycleway Improvements

6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing *

Haringey will be introducing light segregation cycle separators on existing mandatory and advisory marked cycle lanes at 5 sites in the borough. These sites have been chosen because they already have low-quality or part time cycle infrastructure that need to be upgraded with protection to ensure the safety of cyclists in Haringey. Introducing light segregation and reducing parking opportunities in these locations are meaningful alterations

to the status quo and will enable more people in Haringey to cycle safely.

These are key cycling routes in the borough which offer limited protection for cyclists. The roads suffer from high levels of traffic and off-peak parking. Some of the routes pass schools and the introduction of light segregation can reduce problems associated with dangerous parking and driving, making it safer for pupils, teachers, and parents to walk to school and maintain social distancing. There is an important need to make cycling safer along tube routes to enable people to cycle rather than take public transport. The locations have been chosen to accommodate this, particularly along the Piccadilly Line between Manor House (currently closed), Wood Green and Bounds Green Station.

The infrastructure will be permanent but also adaptable to enable us to further improve the network at any later date if required. The schemes will significantly increase cyclists' confidence and safety when using the routes and further encourage an uptake in cycling borough wide in response to Covid-19 and more permanently. The locations and outlines of the interventions are attached as the following appendices:

- Appendix 1 Station Road
- Appendix 2 High Road N22
- Appendix 3 Green Lanes (south)
- Appendix 4 Ferry Lane
- Appendix 5 Bounds Green Road

The sites fit within the borough's cycling network, and the projects are part of a wider programme of cycle route improvements and new cycle routes across the borough as part of the Council's strategic Transport & Highways response to Covid-19, to support people commuting and accessing key local shops and services.

At the start of 2020 the council had already started work on a borough-wide Walking & Cycling Action Plan so has a good record of existing and new cycling infrastructure needed to be improved and provided to plug strategic gaps in the network. These sites fit within that wider programme and response to Covid-19.

This joined-up strategic approach will mean that, individually and together, the projects will meaningfully alter the status quo.

7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£100,248 (£120,340 with VAT)

8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£100,248 (£120,340 VAT)

9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

N/A

10. This expenditure is not intended to be used for any consultancy spend.

Are you intending to use consultants? *

Yes

No

If yes please provide details

11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)? *

Yes

No

But we are developing a Walking and Cycling Action Plan to be published for consultation later in 2020

3. LCWIP DETAILS

12. Is the proposed scheme located on or within the cycling/walking network plan? *

Yes

No

13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications) *

Yes

No

4. SECTION C: SCHEME DETAILS

14. What measures will be adopted? Please select all that apply.

Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

- Lightly Segregated cycleways (permanent) – using mini Orca and wands to separate traffic from cycle lanes

15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known

0.1km - Green Lanes (south)
0.2km - Ferry Lane
0.2km - High Road N22
1.3km - Bounds Green Road
0.65km - Station Road
= 2.45km

16. When are the works expected to be completed?

End of July 2020 – subject to supply of separation equipment (currently experiencing a spike in orders and increasing production to counter the demand)

17. When is the scheme(s) expected to be open to the public?

End of July 2020 – subject to supply of separation equipment (currently experiencing a spike in orders and increasing production to counter the demand)

18. Will Traffic Regulation Orders be required? *

Yes

No

19. Please confirm you have read the statutory guidance for local authorities (<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate. *

Yes

No

20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place? *

Yes

No

Plans

1. Station Road, N22 (Ward - Noel Park)



2. High Road N22 (Ward – Noel Park)



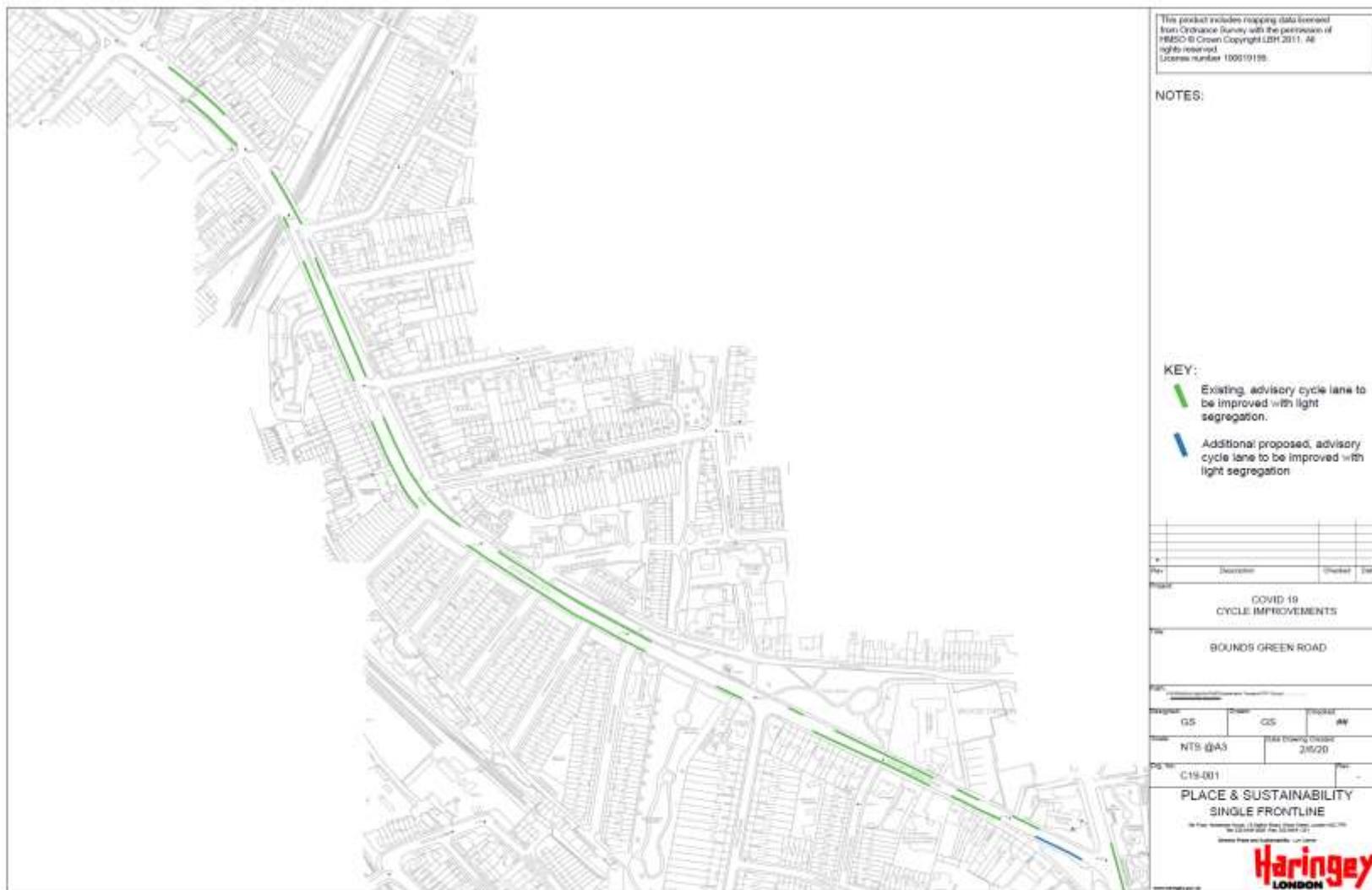
3. Ferry Lane (Ward – Tottenham Hale)



4. Green Lanes (Ward – Haringgay)



5. Bounds Green Road (Ward – Bounds Green and Woodside)



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NOTES:

- KEY:**
- Existing, advisory cycle lane to be improved with light segregation.
 - Additional proposed, advisory cycle lane to be improved with light segregation.

No.	Description	Checked	Date
COVID 19 CYCLE IMPROVEMENTS			
BOUNDS GREEN ROAD			
GS	GS	AW	
NTS @A3			
DATE ISSUED 2/5/20			
C19-001			
PLACE & SUSTAINABILITY SINGLE FRONTLINE			
			