



Streetspaces Bid 5 – CS1 Extension into Enfield

Project Name

CS1 Extension into Enfield

Location (inc. coordinates)

Location Map attached

Project ID

LBH_LSP_001_C1E

Amount of funding requested

Design and PM Fees

£43,975

Implementation Costs

£170,901

Monitoring

£5,000

Borough funding contribution (if applicable)

£0

TOTAL FUNDING REQUIRED

£219,876

Type of intervention

Strategic Cycle Route

Yes

Low traffic neighbourhoods

No

Space at town centres

No

Description

Cycleway 1 (CS1) links the heart of Tottenham via the south of the borough, into Hackney and the City of London. The extension of CS1 will provide a cycling corridor that extends from Liverpool Street to the borough boundary into LB Enfield. It will provide a viable alternative to public transport especially for people who would normally travel on the rail network or the Piccadilly and Victoria Lines.

The extension would enable a direct connection to Enfield's Mini-Holland network and extend CS1 to Ponders End. This route has been identified on the Streetspace for London Temporary Strategic Cycle Network mapping as a key strategic route. The scope is to extend CS1 via the agreed Bull Lane alignment in partnership with LB Enfield (linking to their LSP proposals). Feasibility work will inform the development of a semi-permanent solution that can be delivered quicker.

The following works are proposed:

- Partial parking bay suspension – Queen Street & White Hart Lane
- New two-way cycle track on Bull Lane or footway widening (shared-use path) using dig free solution
- Road closure in Beaufoy Rd changed to modal filter
- Narrowing of carriageway
- Decluttering and Wayfinding

The extension of the Cycleway will bridge a gap in London's Cycleway network providing a safe cycle link all the way into central London.

A high-quality route in the eastern portion of the borough will enable more active travel, reducing the burden on public transport by providing a viable alternative to private car use.

The proposal will impact some access to local roads through measures such as modal filters introduced to reduce traffic levels by removing non-local motor vehicles from CS1.

Limited impacts on car parking and loading provision. Alternative loading space will be identified, and consideration will be made for short term car parking for disabled shoppers.

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)

None

Impacts to bus assets or operations**Bus routes affected**

None

Bus journey time impacts

None

Bus stops affected

None

Benefits to bus assets or operations

Alternative route for cyclists to using the High Road, this could improve bus journey times.

Impact on freight (servicing and delivery)

None

Connections to strategic cycle routes**Boroughs Connected to**

Enfield

Routes connected to

CS1 at Park Lane N17 and Enfield Mini Holland

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

CS1 extension alignment (White Hart Lane Ward and Bruce Grove Ward)

