



Streetspaces Bid 6 – CS1 improvements

Project Name

Cycleway 1 Improvements

Location (inc. coordinates)

Location Map attached

Project ID

LBH_LSP_002_C1I

Amount of funding requested

Design and PM Fees

£94,569

Implementation Costs

£373,276

Monitoring

£5,000

Borough funding contribution (if applicable)

£0

TOTAL FUNDING REQUIRED

£472,845

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. Cycleway 1 is Haringey's flagship cycle route. It is a combination of two-way cycle track located on footways and sections of on road cycling on residential streets. The traffic conditions on these sections are hostile and deter most cyclists.

TfL have identified the route as a high priority as part of their Streetspace for London Temporary Cycle Network. Prior to the Covid -19 pandemic we explored opportunities to improve levels of provision and potentially realign the route. This is now of strategic importance.

The proposal will enable thousands of residents to access local shops, services and amenities and importantly provide a high-quality cycle spine route in the east of the borough. It is proposed to deliver the C1 improvements in parallel with the Tottenham Bruce Grove Low Traffic Neighbourhood.

The scope includes:

- Broadwater Road - modal filtering
- Philip Lane – Extend light segregation, temporary bus stop boarders (centreline removal and widen cycle facilities)
- A10 High Road (Seven Sisters) – relocate cycle track and shared-use track away from queue hotspots
- Cycling improvements between Ermine Road in South Tottenham and Holmdale terrace

The enhancements to CS1 will strengthen and improve London's strategic Cycleway network and provide a much-improved north-south link in the east of the borough reducing the burden on public transport by providing a viable alternative to private car use.

The proposal will impact 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

Bus stop boarders to provide additional space for people at bus stops in Philip Lane

Benefits to bus assets or operations

W4 will benefit from reduced through traffic in the Broadwater Road area.

Impact on freight (servicing and delivery)

None

Connections to strategic cycle routes

Boroughs Connected to

Hackney

Routes connected to

CFR2 route

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 due to health conditions

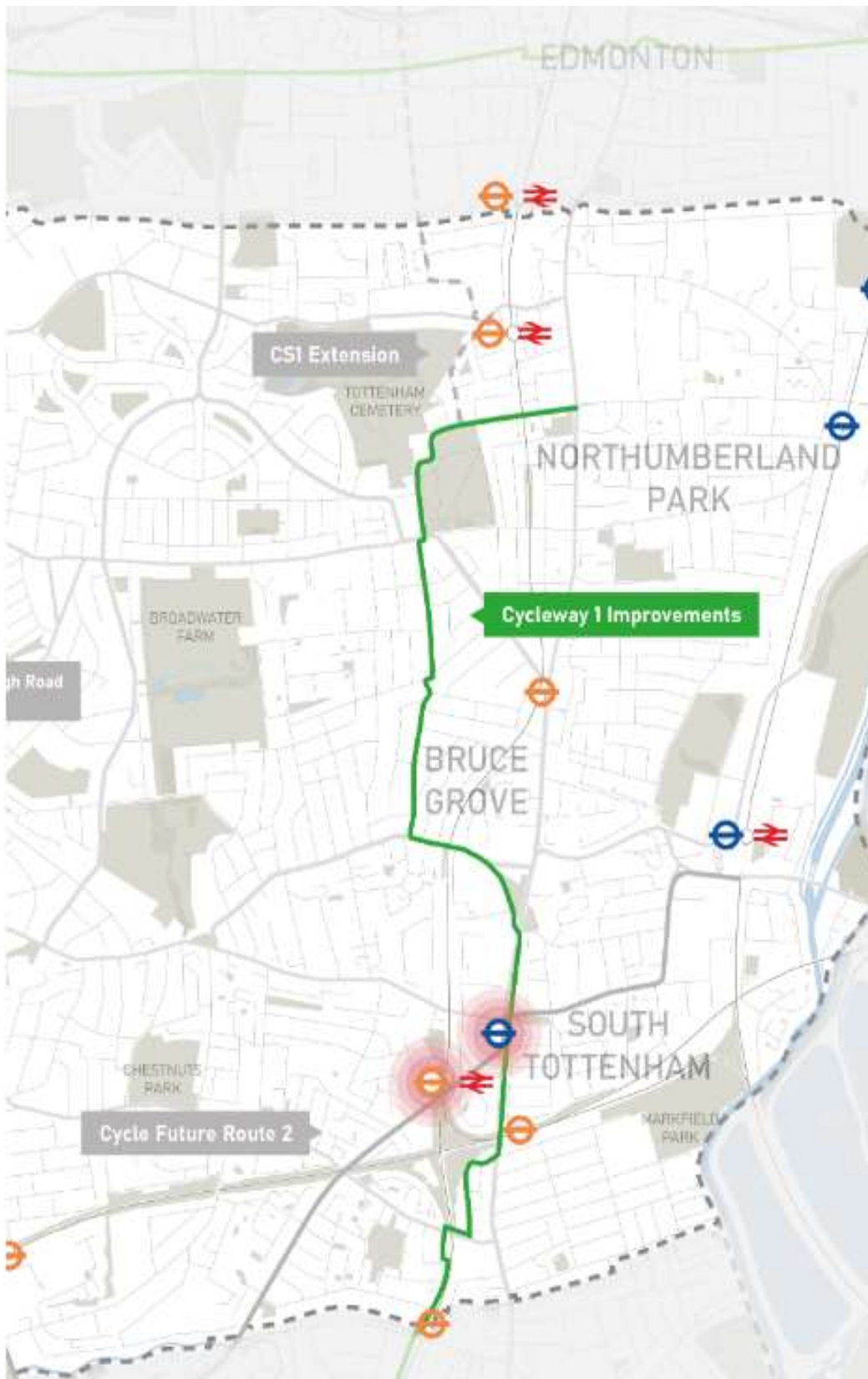
Consideration on crime reduction

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

Plans

CS1 alignment (Wards - White Hart Lane, Bruce Grove, Tottenham Green, Seven Sisters)

CS1 JAT and CRQC results



Haringey WCAP

2021 PJA

CSI: CRQC + JAT Results

- CRQC Target Level
- CRQC Required Level
- CRQC Fail
- Junction Assessment "Cci" > 70%
- Junction Assessment "Cci" > 50-70%
- Junction Assessment "Cci" < 40%
- Existing/Proposed by 10/2020

