



Streetspaces Bid 9 –Finsbury Park to Wood Green Cycleway

Project Name

Finsbury Park to Wood Green

Location (inc. coordinates)

531526, 186858 - 531012, 190397

Project ID

LBH_LSP_005_FPtoWG

Amount of funding requested

Design and PM Fees

£82,756

Implementation Costs

£326,025

Monitoring

£5,000

Borough funding contribution (if applicable)

£0

TOTAL FUNDING REQUIRED

£413,781

Type of intervention

Strategic Cycle Route

Yes

Low traffic neighbourhoods

No

Space at town centres

No

Description:

A new cycle route linking Finsbury Park and Wood Green has been identified as a high priority route in the temporary cycle network included in TfL's Streetspace for London proposals. There is a need to reduce the capacity of busy stations, particularly on the Piccadilly line, to enable social distancing and to prevent overcrowding. Wood Green Station was identified as one of the twenty busiest stations on the underground network to avoid by TfL. Over 20,000 people use the station to travel on a normal day.

We are exploring two high-quality options for this cycleway: on the Haringey Ladder (Wightman Road) and on Green Lanes. Both would connect into the strategic cycle network, linking with Islington and Hackney, and would provide an attractive alternative option for residents wanting to avoid the Piccadilly Line and choosing to cycle. Locally the route will connect key centres in the borough, reducing the likelihood that people will resort to drive for local trips.

Depending on the route alignment, the route would be built using either low traffic neighbourhood interventions such as modal filters or temporary light segregation. On busier roads temporary materials and modifications to junctions to protect people cycling from general traffic will be introduced. Both route options are proposed to join the High Road at Wood Green and link with the proposals submitted to the DfT for improving cycling protection on existing advisory cycle lanes on the High Road and Bounds Green Road.

The proposal would include:

- Modal filtering to remove non-local residential traffic reducing volumes and speeds
- Temporary cycle lanes protected using light segregation features
- Retention of existing bus priority features (e.g. bus lane relocated)
- Enhanced waiting and loading and bus priority restrictions
- Temporary bus stop boarders
- Junction modifications

The introduction of a temporary strategic cycle route between Finsbury Park and Wood Green will provide significant benefits to residents of the borough. People who live in or near key centres such as Wood Green will be connected to central London by a high-quality cycle route. This will massively reduce the pressure at hubs on the public transport network such as stations on the Piccadilly Line.

From Wood Green station it is a 40-minute cycle ride to St Paul's Cathedral compared to a 30-35-minute journey on the tube, not including the potential wait time. Some journeys by car will be impacted by the proposals. However, all

addresses will be accessible by motor vehicle for access of local residents, delivery vehicles and servicing. Local stakeholders will be involved in development of the scheme to ensure benefit realisation and resolution of any local issues in scheme implementation.

The alignment of this route has two options which are set out in the attached plans. We are proposing to implement the first phase using this funding. Phase 1 is either Wightman Road or Green Lanes. The second phase which will be subject to a later bid is from the High Road to Bounds Green Road.

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

It is not anticipated any bus routes will be affected by this route. Where appropriate bus priority measures will be introduced along the route.

Bus journey time impacts

It is not anticipated any bus journey times will be affected by this route. Where appropriate bus priority measures will be introduced along the route to improve journey times.

Bus stops affected

Bus stops at Wood Green – H, G, C, D

Benefits to bus assets or operations

Where appropriate bus priority measures will be introduced along the route to improve bus journey times.

Impact on freight (servicing and delivery)

Any impacts will be minimised through discussions with local businesses during the design development and implementation

Connections to strategic cycle routes

Boroughs Connected to

Hackney

Routes connected to

Q10 to Farringdon and CFR2

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

Route 1 option via Green Lanes (Wards: Harringay and Noel Park)

Route 2 option via Wightman Road

(Wards: Harringay and Noel Park)

