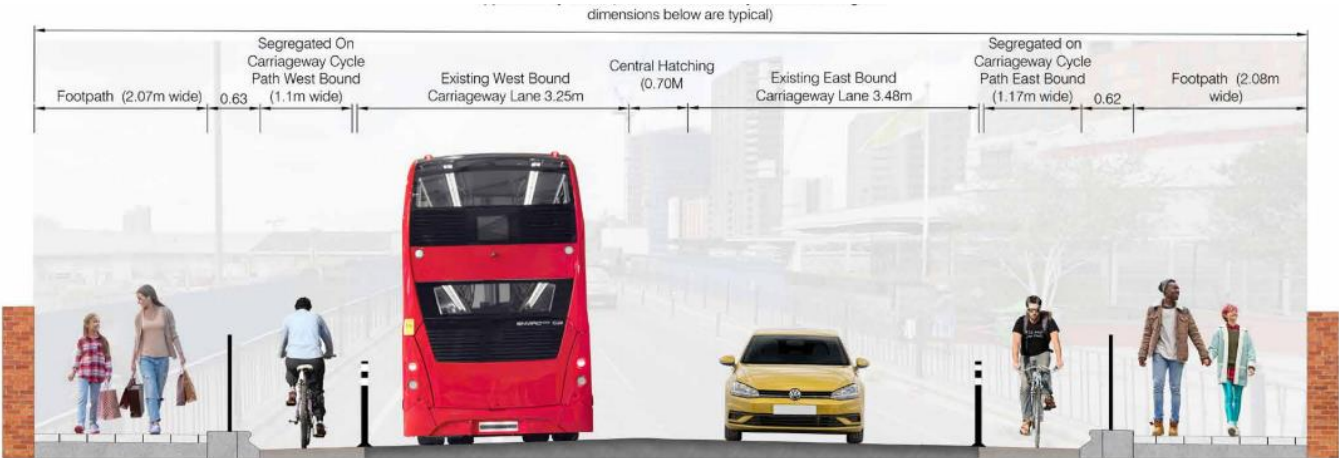


APPENDIX 3: PLANS

IMAGE 1: Proposed Scheme overview - Sections

EXISTING

SOUTH SIDE OF BRIDGE



PROPOSED

SOUTH SIDE OF BRIDGE



IMAGE 2: Existing & Proposed Plans

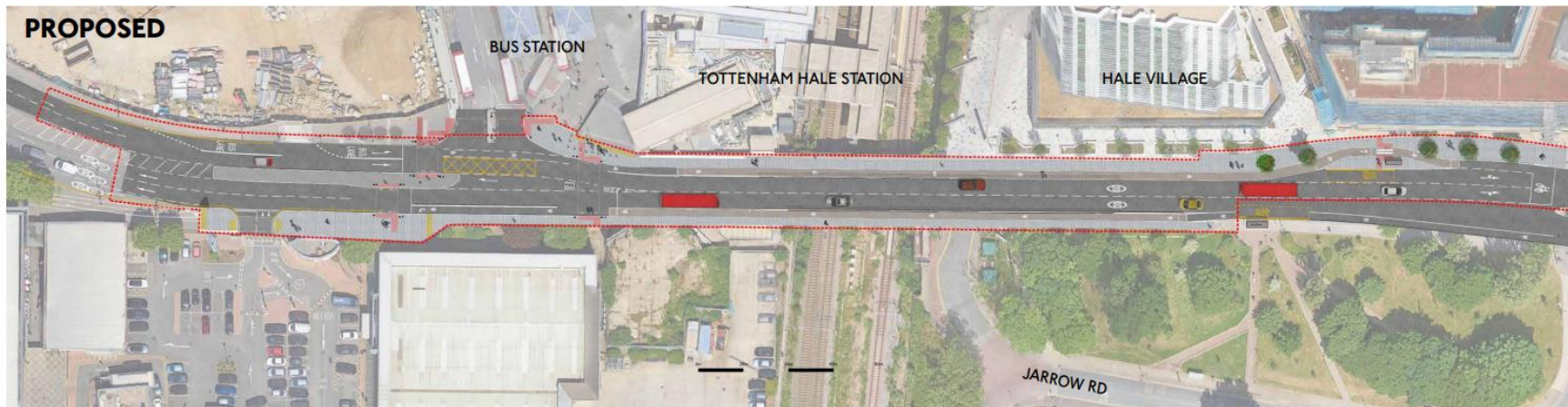
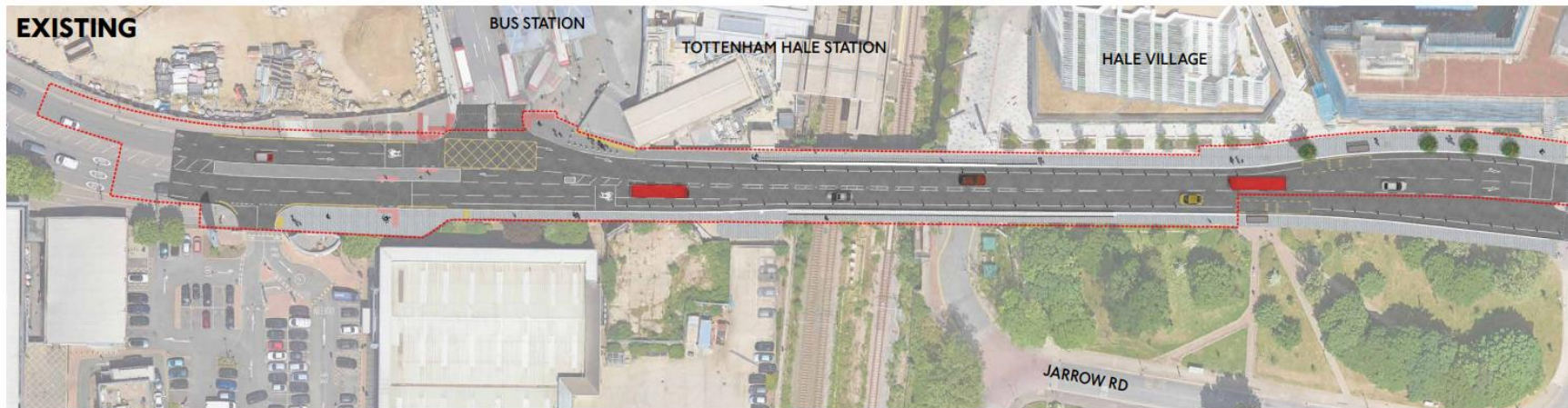


IMAGE 3: Proposed Scheme – Summary of Improvements

1. Converting the nearside general traffic lane west of the Bus Station to a left-only bus lane – this improves cycle safety by moving the point where traffic merges away from the junction, where there is currently a conflict with cycle movements

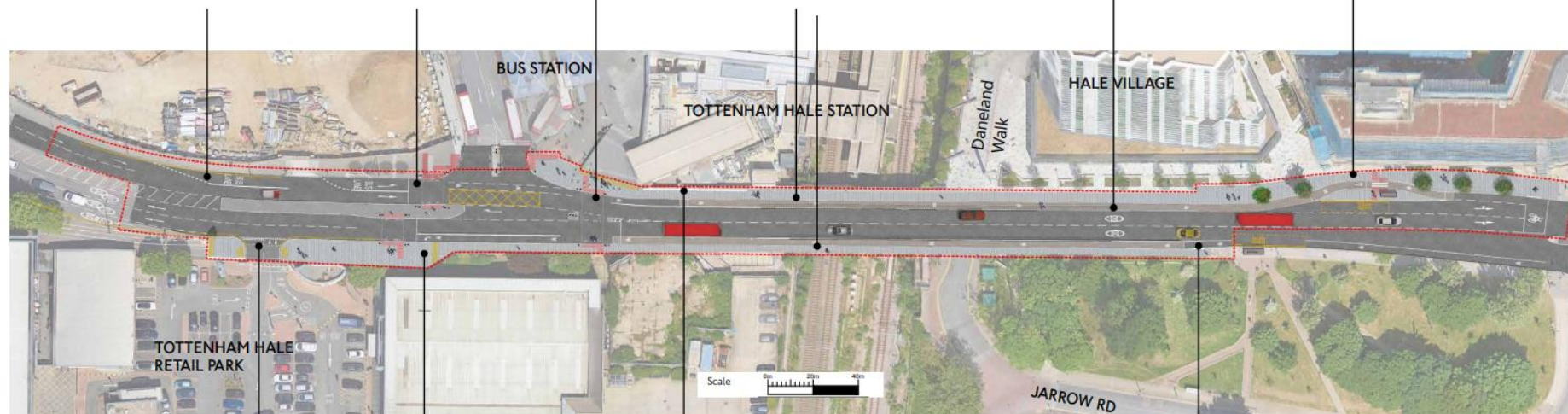
2. Upgrading the Bus Station junction (western arm) – change to a toucan making it safer for cycles to cross Ferry Lane, and amendments to the central island to make more space for pedestrians and cycles and enable buses to turn out more safely

3. New crossing and increased pedestrian space outside station entrance – increasing road safety by serving a key desire line for pedestrians where people already risk crossing

4. Moving kerbs and guard rail to widen footway
Making the existing 2m pedestrian-only space on northern side into a wider 2.5m pedestrian space and a 1.5m segregated cycle track, which improves pedestrian comfort levels (on southern side, footway will be 1.85m and cycle track 1.5m wide)

5. Segregating cycles from general traffic
Moving cycles onto the other side of the barriers

6. Bus stop bypass
Enhancing cycle safety on the approach to Mill Mead Road junction by removing the conflict in the carriageway between cyclists and stopping buses



7. Tightening the vehicular access to the Retail Park
Prioritisation of pedestrians and cycles through use of materials, a raised entry treatment and reducing the corner radii, which minimises the crossing distance and slows turning movements by vehicles

8. Moving cycle off-slip away from the footway pinch-point
Addressing potential cycle/pedestrian conflict by amending the location where cyclists join the shared-use footway, avoiding the narrowest part of the footway

9. Public realm, street art and wayfinding
Legibility improvements in line with the Tottenham Hale Wayfinding Strategy (including Legible London signage), improved cycle signage, improved parapet design over the bridge, street art (to be developed by Haringey Council) and repaved footways and cycleways, including clear demarcation between the two spaces where appropriate

10. Community Safety/ CCTV
Additional CCTV units will be provided outside the station and Ferry Lane Gardens

11. Cycle safety at westbound bus stop
Start of segregation is moved back to allow a smoother, safer transition from carriageway to cycle track for cycles overtaking a stationary bus

12. Street lighting
Ensuring a consistent level of light coverage and increasing the sense of safety at night, particularly over the bridge section where lighting levels will be significantly improved

IMAGE 4: Proposed pedestrian accessibility improvements, showing the impact of a new crossing on the directness of walking trips from the east and south to and from the station

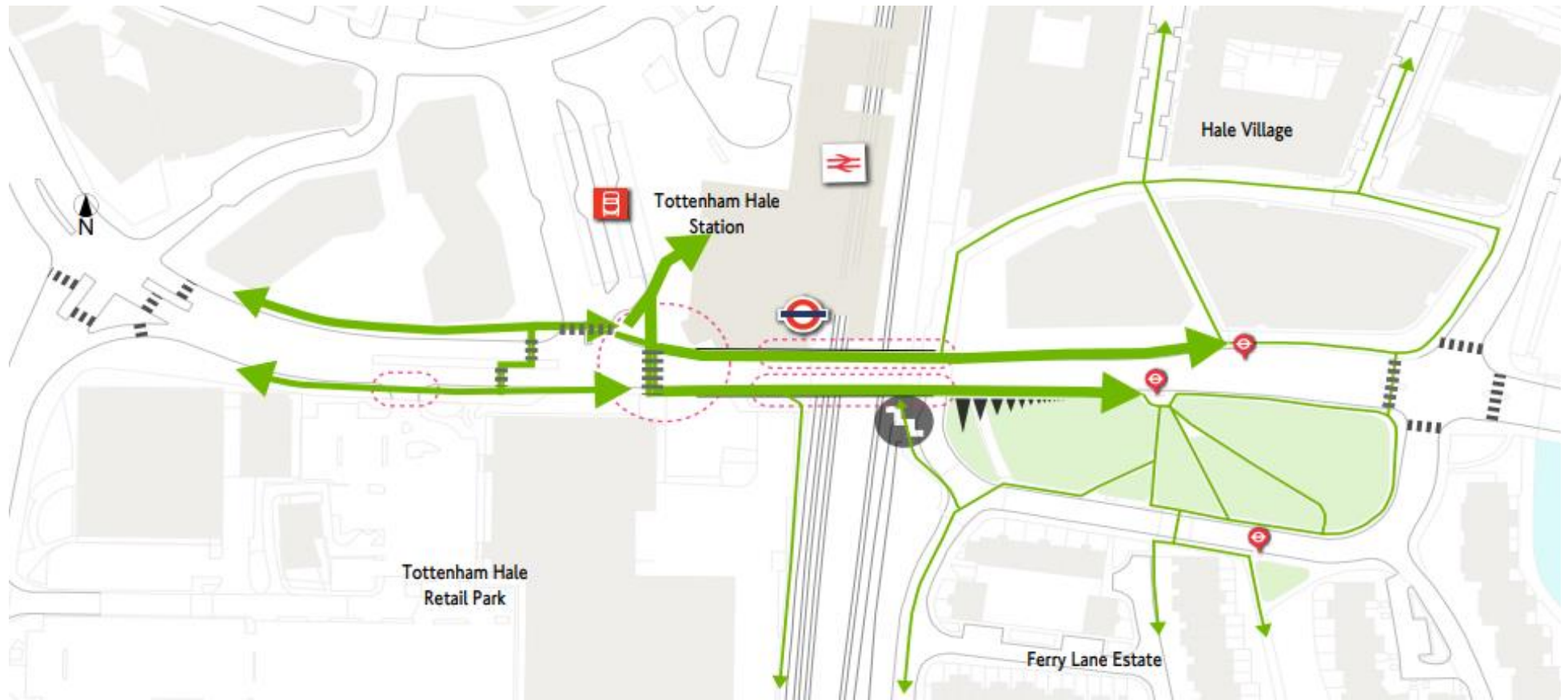


IMAGE 5: Visualisation of the proposed bus stop bypass

